



us coast guard band star spangled banner - Bing.mht



The Star-Spangled Banner - Oregon National Guard Band plays the U.S. National Anthem.mp4

**Welcome to volume TWO the FACTs of how the S.E.G. was invented.**

**Professor John Roy Robert Searl own words about his life and work.**

**Most of his success was by accident, by being in the right place at the right time.**

**Pages 207 to 409.**



UNCLASSIFIED

EDITION ONE.  
VOLUME TWO.



Document for the introduction  
Mathematics used in the S.E.G.

Volume Two  
Requirements under international Law

Approved by Secretary General.  
And published under his authority.

First Edition – 2015

SEARL AEROSPACE INC



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And the National Library of Wales.

This also includes the book of John Thomas.

The music written for me: by Barry Stroller is also protected.

This notice is to inform you that no part thereof can be reproduced without authority in writing from Professor Searl to do so.

### Professor John Roy Robert Searl.



Searl agrees that everything conceived by man is impossible until someone say it is possible, and only then is the impossible made possible. The S.E.G. Searl agree has taken centuries to reach the possibility to manufacture it, which is the task of Searl Global Technologies to organize where to mass produce it and how to mass produce it, there are a number of legal units being set up for that task, the main part should be done in San Diego, California, USA. Sorry China that your legal side has failed to be completed so far to date. Still another legal paper: to get sign. What in Holland again.

**2015: If Tony Blair was now Prime Minister of UK; would he now support full mass production of the SEG?**

**If we gave an SEG to Tony Blaire he could keep his**

**promise in cleaning up the air** – Searl wonder if he would?

Problem, the SEG does not produce much money in taxes –that is just one problem, but a large one.

Acting Sectary General: to the above name company.

## SECRETARY OF STATE

**CERTIFICATE OF EXISTENCE  
WITH STATUS IN GOOD STANDING**

I, ROSS MILLER, the duly elected and qualified Nevada Secretary of State, do hereby certify that I am, by the laws of said State, the custodian of the records relating to filings by corporations, non-profit corporations, corporation soles, limited-liability companies, limited partnerships, limited-liability partnerships and business trusts pursuant to Title 7 of the Nevada Revised Statutes which are either presently in a status of good standing or were in good standing for a time period subsequent of 1976 and am the proper officer to execute this certificate.

I further certify that the records of the Nevada Secretary of State, at the date of this certificate, evidence, **SEARL AEROSPACE CORPORATION**, as a corporation duly organized under the laws of Nevada and existing under and by virtue of the laws of the State of Nevada since July 13, 2010, and is in good standing in this state.

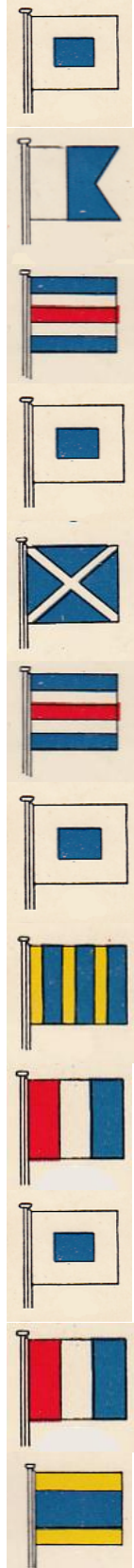
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Great Seal of State, at my office on November 20, 2014.



ROSS MILLER  
Secretary of State

Electronic Certificate  
Certificate Number: C20141120-2525  
You may verify this electronic certificate  
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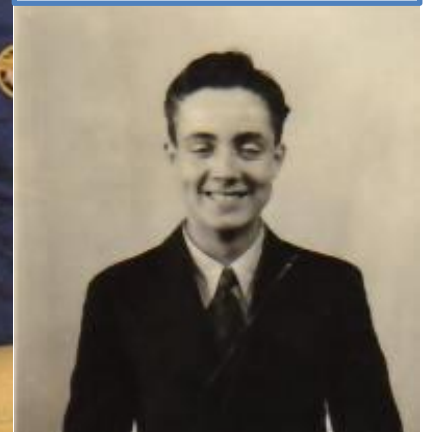
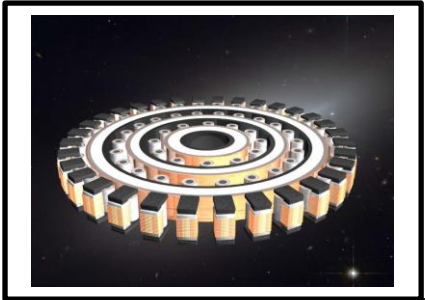
This certificate is proof that Searl Aerospace is a legal company and is conforming within the legal laws of the said State. I, Professor John Roy Robert Searl, hereby hold the position of Secretary General, to see that this company operates within the laws of this State; thereby continue to hold good standing within the said State. I shall try to get industry back on its feet within the USA in mass production of this power unit.



We are here  
to stay.

**Professor John Roy Robert Searl: Author Reg: 1 898827: acting as Sectary General for Searl Global Technologies group of divisions. We are a Legal company operating under legal rules at all times.**





I, Professor John Roy Robert Searl, of British Birth, hereby declare under oath, that the recent video release by Russell Anderson is no more than a con, using my name, technology and information and illustration without my consent. As from February 8<sup>th</sup> 2014 at 2200 hours G.M.T. Kirk Miller resigned from the consortium, on the grounds that he would not work with Fernando Morris, Thereby he lost all rights for a period of ten years; to use any knowledge he has gained from being involved with the consortium research and development program. This also applies to Bradley Lockerman, Kirk Miller, Philip Talbert, Russell Anderson, and John Thomas Jr. The video contain statements which they know are untrue, as being true.

It is my duty to the public; as acting Secretary General for the Searl Consortium to inform all of these offenses, which has taken place; that these videos are a con to rob the public of money. This information has been authorized by Professor John Roy Robert Searl: rightful owner of the technology and the inventor of the concept. At this present time Searl cannot confirm that Bruce Parsons was involved in this event or the takeover of SMI.

**1957 – 1958: Geologist Vivian Fuchs (England):** makes the first overland crossing of Antarctica. Searl was then 25 years old.

**1958:** The first submarine passes under the North Pole, USS NAUTILUS. Searl was just 26 years old, and he admits was excited by the news of that time. Searl work on the S.E.G. was in theory gathering pace as scientists added more information upon the subject as they witness it from lectures and demonstrations given by Searl. These are the FACTS of Searl time. Searl is interested to understand what are the FACTS of your time? Were you excited about what achievements were being made in both technology and science?



The reason Searl is reprinting those newsletters: Is in answer to slanderous remarks about his lack of education, laying claims That Searl could not had invented the S.E.G. Searl never had the education or the funds by which to do it; upon websites.

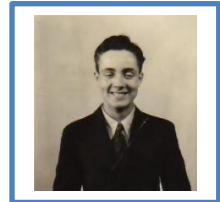
**SEARL GLOBAL TECHNOLOGIES:**

**LOCATION: San Diego. U.S.A.**

**SUBJECT: D.C. Electronics.**

**AUTHOR: Professor John Roy Robert Searl.**

**STATUS: Head of Human Studies/Structures/Materials.**



**The full facts will be presented within this document exposing these evil minded people for all to see.**

Searl will provide his electrical training the use of prefixes/ power of ten; though he was only 14 years and one month old, Searl really worked hard to achieve the skills needed for his employment.

In these early newsletters of Searl which he presented to the world; covered what he was studying in full detail, thus, all can witness how he learnt as Searl went on his way.

He studied through N.I.E, + B.I.E.T, Bennett College, Reading University and the Open University, I.C.S. Navy training at Russell Côtes Naval Academy where Mickey Rooney boy film star play the part of Lord Jeff – MGM 1938 at this training centre, with Freddie Bartholomew. There was Searl employment training to add to it, in the electrical domain. Plus: Searl medical training. Don't forget his pilot training at two flight schools. So Searl had no education, really?





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This Certificate of Registration is hereby issued for the  
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Registered / Enregistré 05/08/2015

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António Campinos



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MARQUES, DESSINS ET MODÈLES

210 013787346

220 03/03/2015

400 28/04/2015

151 05/08/2015

450 07/08/2015

186 03/03/2025

541 SEARL

521 0

732 Searl, John  
27 Cheriton Close  
Daventry NN11 0GD  
GB

740 SILVERMAN SHERLIKER SOLICITORS  
7 Bath Place  
London EC2A 3DR  
GB

270 EN FR

511 BG - 7

Генератори; Двигатели за производство на електричество; Генератори на електричество; Генератори на електричество; Генератори на електричество; Генератори на електричество; Генератори на електричество; Електростатични генератори; Генератори на електричество; Генератори на електричество; Електrogenериращи станции; Група електрически генератори; Генератори на електричество; Съоръжения за производство на електрическа енергия [генератори]; Генератори с високо напрежение; Алтернатори [генератори за променлив ток]; Аварийни енергийни генератори; Дизелови електрически генератори; Уреди за генериране на електроенергия; Мобилни електрически генератори мобилни електрически генератори; Генераторни четки на постоянен ток [машинни части]; Електрически генератори за аварийна употреба; Електрически генератори със слънчеви клетки; Магнитни транспортёри; Електрически зъбни предавки за летателни апарати; Електрически зъбни предавки за летателни апарати; Захранващи трансмисионни съединителни елементи за въздушни превозни средства; Ракетни моторни апарати за изтласкване; Електрически двигатели с редуктори; Задвижващи устройства за машини; Авиационни двигатели; Двигатели за плавателни съдове; Двигатели за плавателни съдове; Задвижващи устройства за машини; Електродвигатели за постоянен ток; Мотори с променлив ток; Електрически мотори за машини; Електрически мотори за отоплителни инсталации; Електрически мотори за машини; Двигатели с променлив ток за реактивни двигатели; Електродвигатели и двигатели с вътрешно горене (с изключение на такива за сухопътни превозни средства); Двигатели и мотори за модели превозни средства, летателни апарати и лодки; Турбокомпресори за двигатели на сухопътни превозни средства; Цилиндрични глави за двигатели; Двигатели макети на превозни средства; Филтри за мотори и двигатели; Авиационни двигатели; Електрически амортизатори; Всички части и фитинги включени в клас 7 за всички горепоменати стоки.

BG - 9

Генератори с магнитно поле, с изключение на тези за медицински цели; Магнитни филаменти; Магнитни превключватели; Флопидискове; Магнитни ленти; Магнитни жироскомпаси; Електромагнитни бобини; Магнитни ядра; Магнитопроводи; Магнитни флюс сензори;

Електрически кабели; Превключватели, електрически; Електрически конектори; Силови релета; Модули за мощност; Сервоусилватели; Адаптори за електрическо храняване; Електрически контролни апарати; Устройства за енергийно храняване [батерии], Електрически блокове; Апарати за регулиране на енергия; Енергоснабдяващи пакети [трансформатори]; Конвертори, електрически; Разпространяващи енергия апарати [електрически]; Разпределители на мощност [електрически]; Генератори (сигнални-); Генератори на частици; Функционални генератори; Цифрови функционални генератори; Компютри за управление на контролни устройства за летателни апарати; Електронни честотни конвертори за високоскоростни електромотори; Сензори за употреба за контрол на двигатели; Части, елементи и принадлежности за всички горепозброени стоки.

BG - 37

Инсталиране, ремонт и поддръжка на електрогенератори;  
Изграждане, инсталиране, поддръжка и ремонт на  
компютърен хардуер и телекомуникационна апаратура;  
Съветнически услуги, отнасящи се до преди казаното.

BG - 39

Доставка и разпределение на електроенергия.

BG - 40

Производство на электричество; Произвеждане на электричество; Произвеждане на электричество; Производство на энергия; Генериране на газ; Генериране на электричество чрез соларна энергия; Отдаване под наем на генератори за электричество.

BG - 42

Инженеринг; Инженеринг; Инженеринг; Инженерен дизайн; Инженерен дизайн; Компютърно инженерство; Софтуерен инженеринг; Инженерно тестване; Машинен инженер; Технически инженерни услуги; Инженерни консултантски услуги; Инженерно чертане; Инженерно проучване; Инженерни услуги [експертизи]; Технически проучвания за приложимост; Услуги свързани с електрически инженеринг; Консултации в сферата на строителното инженерство; Инженерни услуги в областта на ядрената техника; Инженерни услуги и инженерни услуги с помощта на компютри; Подготовка на инженерни чертежи; Инженерни услуги относно роботика; Проектиране на летателни апарати; Инженерни услуги, свързани с проектиране на машини; Инженерни услуги, свързани с проектиране на сгради; Предоставяне на информация, свързана с промишлено инженерство.

ES - 7

Generadores; Motores para generar electricidad; Generadores de electricidad; Generadores de electricidad; Generadores de electricidad; Generadores de electricidad; Generadores electrostáticos; Generadores de electricidad; Generadores de electricidad; Generadores de electricidad; Estaciones de generación de energía eléctrica; Grupos generadores de energía eléctrica; Generadores de electricidad; Instalaciones generadoras de energía; Generadores de alta tensión; Alternadores; Grupos electrógenos de emergencia; Generadores eléctricos diesel; Conjuntos para generar energía eléctrica; Generadores móviles de energía eléctrica y generadores móviles de energía eléctrica; Escobillas de generador de corriente continua [partes de máquinas]; Generadores eléctricos para emergencias; Generadores eléctricos que usan células solares; Transportadores magnéticos; Trenes de transmisión de potencia para aeronaves; Trenes de transmisión de potencia para aeronaves; Acoplamientos de transmisión eléctrica para aeronaves; Motores de propulsión por cohete; Motores-reductores eléctricos; Dispositivos impulsores para máquinas; Motores de aeronáutica; Motores marinos; Motores marinos;



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Dispositivos impulsores para máquinas; Motores de corriente continua; Motores de corriente alterna; Motores eléctricos de accionamiento para máquinas; Motores eléctricos para instalaciones de calefacción; Motores eléctricos de accionamiento para máquinas; Motores de corriente alterna para motores de chorro; Motores (excepto motores para vehículos terrestres); Motores para maquetas de vehículos, aeronaves y barcos; Turbosupercargadores para motores de vehículos terrestres; Culatas de cilindros de motor; Motores para maquetas de vehículos; Dispositivos anticontaminación para motores; Motores de aeronáutica; Mueles abrasivas eléctricas; Todos son partes y piezas comprendidas en la clase 7 de todos los productos mencionados.

**ES - 9**

Generadores de campo magnético, excepto para uso médico; Filamentos magnéticos; Interruptores magnéticos; Disquetes; Cintas magnéticas; Giroscopios magnéticos; Bobinas electromagnéticas; Núcleos magnéticos; Hilos magnéticos; Sensores de flujo magnéticos; Cables eléctricos; Interruptores eléctricos; Conectores de alimentación [eléctricos]; Relés de potencia; Módulos de energía; Amplificadores de potencia; Adaptadores eléctricos de corriente; Aparatos de control de energía eléctrica; Unidades de energía [pilas], Unidades de energía eléctrica; Aparatos reguladores de potencia eléctrica; Grupos de alimentación [transformadores]; Convertidores eléctricos; Distribuidores eléctricos de corriente; Divisores de potencia [eléctricos]; Generadores (de señales); Generadores de partículas; Generadores de funciones; Generadores funcionales digitales; Ordenadores para gestionar dispositivos de control para aeronaves; Convertidores de frecuencia electrónicos para electromotores de alta velocidad; Sensores para su uso en el control de motores; Partes y piezas de todos los productos mencionados.

**ES - 37**

Instalación, reparación y mantenimiento de generadores de electricidad; Instalación, mantenimiento y reparación de motores; Servicios de asesoría en relación con lo anterior.

**ES - 39**

Distribución y suministro de electricidad.

**ES - 40**

Generación de energía eléctrica; Generación de electricidad; Generación de electricidad; Producción de energía; Generación de gas; Generación de electricidad a partir de energía solar; Alquiler de generadores de electricidad.

**ES - 42**

Servicios de ingeniería; Servicios de ingeniería; Servicios de ingeniería; Diseño técnico; Diseño técnico; Servicios de ingeniería informática; Ingeniería de programas informáticos; Ensayos de ingeniería; Ingeniería mecánica; Ingeniería técnica; Servicios de consultoría de ingeniería; Dibujo técnico; Investigación de ingeniería; Peritajes técnicos; Estudios de viabilidad técnica; Servicios de ingeniería eléctrica; Consultoría en materia de ingeniería civil; Servicios de ingeniería nuclear; Servicios de ingeniería y de ingeniería asistida por ordenador; Preparación de dibujo de ingeniería; Servicios de ingeniería relacionados con la robótica; Diseño de aeronaves; Servicios de ingeniería para el diseño de maquinaria; Servicios de ingeniería para el diseño de estructuras; Facilitación de información sobre ingeniería industrial.

**CS - 7**

Generátory; Motory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Elektrostatické generátory; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Skupiny elektrických generátorů; Generátory na výrobu elektřiny; Energetická zařízení (generátory);

Generátory vysokého napětí; Alternátory; Nouzové generátory elektřiny; Diesellové elektrické generátory; Soupravy generátorů elektrické energie; Mobilní generátory elektrické energie, mobilní generátory elektrické energie; Kartáče generátoru stejnosměrného proudu (části strojů); Elektrické generátory pro nouzové použití; Elektrické generátory využívající solární články; Magnetické dopravníky; Převodová ústrojí pro letadla; Převodová ústrojí pro letadla; Převodové spoje pro letadla; Raketové hnací motory; Elektrické převodové motory; Hnací zařízení pro stroje; Letecké motory; Lodní motory; Lodní motory; Hnací zařízení pro stroje; Motory na stejnosměrný proud; Motory na střídavý proud; Elektrické hnací motory pro stroje; Elektromotory pro instalace systémů vytápění; Elektrické hnací motory pro stroje; Motory na střídavý proud do tryskových motorů; Motory (s výjimkou motorů pro pozemní vozidla); Stroje a motory pro modely vozidel, leteckých dopravních prostředků a lodí; Turbodompychadla pro motory pozemních vozidel; Hlavy válců pro motory; Motory pro modely vozidel; Zařízení do motorů a strojů zabírající znečišťování vzduchu; Letecké motory; Elektrické tlumiče; Všechny části a součásti zařazené do třídy 7 pro všechny výše uvedené výrobky.

**CS - 9**

Generátory magnetického pole (k jinému než lékařskému použití); Magnetická vlákna; Magnetické spínače; Pružné disky, diskety; Magnetické pásky; Magnetické gyrokompas; Elektromagnetické cívky; Magnetická jádra; Magnetické dráty; Senzory magnetického proudění; Elektrické kabely; Elektrické vypínače; Elektrické konektory; Silová relé; Energetické moduly; Zesilovače výkonu; Adaptéry elektrické energie; Přístroje na kontrolu elektrické energie; Elektrické zdroje (baterie), Jednotky elektrické energie; Přístroje na regulaci elektřiny; Napájecí zdroje (transformátory); Měníče elektrické; Rozvaděče elektrické energie; Rozdělovače elektrické energie; Signální generátory; Generátory částic; Generátory funkcí; Digitální funkční generátory; Počítače na správu kontrolních zařízení letadel; Elektronické měniče frekvence pro vysokorychlostní elektromotory; Senzory k použití při kontrole strojů; Zařízení a vybavení všeho výše uvedeného zboží.

**CS - 37**

Instalace, opravy a údržba generátorů elektřiny; Instalace, údržba a opravy motorů; Poradenské služby vztahující se k výše uvedenému.

**CS - 39**

Dodávka a distribuce elektrické energie.

**CS - 40**

Výroba elektrické energie; Výroba (generování) elektřiny; Výroba (generování) elektřiny; Výroba energie; Výroba plynu; Výroba elektřiny ze sluneční energie; Pronájem elektrických generátorů.

**CS - 42**

Inženýrské služby; Inženýrské služby; Inženýrské služby; Technický design; Technický design; Inženýrské služby v oblasti počítačů; Softwarové inženýrství; Inženýrské testování; Strojní inženýrství; Technické inženýrství; Služby v oblasti technických konzultací; Technické kreslení; Technický průzkum; Inženýrský průzkum; Studie technické proveditelnosti; Elektrotechnické služby; Poradenství v oboru stavebnictví; Služby jaderného inženýrství; Inženýrské práce a služby počítačem podporovaných inženýrských prací; Příprava technických výkresů; Inženýrské služby vztahující se k robotice; Letecký design; Inženýrské služby týkající se navrhování strojů; Inženýrské služby týkající se návrhu konstrukcí; Poskytování informací týkajících se průmyslového inženýrství.

**DA - 7**

Generatorer; Maskiner til generation af elektricitet; Generatorer til elektricitet; Generatorer til elektricitet; Generatorer til elektricitet; Generatorer til elektricitet; Elektrostatiske generatorer;



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Generators til elektricitet; Generators til elektricitet; Generators til elektricitet; Stationer til generation af elektricitet; Elektriske generatorgrupper; Generators til elektricitet; Elektricitetsinstallationer [generators]; Højspændingsgenerators; Vekselstrømsgenerators; Nødstrømsgenerators; Dieselelektriske generators; Elgeneratorsæt; Mobile elgenerators; Børster til jævnstrømsgenerators [maskindele]; Elektriske generators til brug i nødsituationer; Elektriske generators der anvender solceller; Magnetiske transportører; Kraftoverførsenheder til luftfartøjer; Kraftoverførsenheder til luftfartøjer; Koblinger til kraftoverførsel til luftfartøjer; Raketmotorer; Elektriske gearmotorer; Drev til maskiner; Motorer til luftfartøjer; Bådmotorer; Bådmotorer; Drev til maskiner; Jævnstrømsmotorer; Motorer til vekselstrøm; Elektriske drivmotorer til maskiner; Elektriske motorer til varmeinstallationer; Elektriske drivmotorer til maskiner; Vekselstrømsmotorer til jetmotorer; Motorer (ikke til befordringsmidler til brug på land); Motorer til modelkøretøjer, flyvemaskiner og både; Turboladere til landkøretøjer; Cylinderhoveder til motorer; Motorer til modelkøretøjer; Indretninger til maskiner og motorer til hindring af forurening; Motorer til luftfartøjer; Eldrevne polermaskiner; Alle dele og tilbehør indeholdt i klasse 7 til alle ovennævnte varer.

DA - 9

Magnetfeltsgenerators, ikke til medicinsk brug; Magnetiske filamenter; Magnetiske afbrydere; Disketter; Magnetbånd; Magnetiske gyrokompasser; Magneter; Magnetkerner; Magnettråd; Magnetiske fluxsensorer; Kabler, elektriske; Afbrydere, elektriske; Elektriske stikforbindelser; Effektrelæer; Strømmodule; Strømforsærkere; Adaptere til elektrisk strøm; Styreenheder til elektrisk energi; Strømforsyningsenheder, batterier, Elektriske strømforsyningsenheder; Strømguleringsapparater; Strømforsyningsaggregater [transformere]; Omformere, elektriske; Elektriske strømfordelere; Strømfordelere [elektriske]; Signalgenerators; Partikelgenerators; Funktionsgenerators; Digitale funktionelle generators; Computere til styring af kontrolenheder til luftfartøjer; Elektroniske frekvensomformere til højhastigheds-elmotors; Sensorer til anvendelse ved styring af motoren; Tilbehør og dele til alle førnævnte varer.

DA - 37

Installation, reparation og vedligeholdelse af elgeneratorer;  
Installation, vedligeholdelse og reparation af motorer; Rådgivning vedrørende ovennævnte.

DA - 39

Elektricitetsforsyning og -distribution.

DA - 40

Generering af energi; Elproduktion; Elproduktion; Produktion af energi; Gasproduktion; Elproduktion på basis af solenergi; Udleining af elgeneratorer.

DA - 42

Ingeniørtjenesteydelser; Ingeniørtjenesteydelser; Ingeniørtjenesteydelser; Teknisk design; Teknisk design; Teknisk edb-virksomhed; Design af software; Teknisk testning; Mekanisk ingeniørvirksomhed; Teknisk ingeniørvirksomhed; Rådgivning vedrørende ingeniørvirksomhed; Ingeniørteknisk tegning; Forskning inden for bygningsingeniørvirksomhed; Måling inden for bygningsingeniørvirksomhed; Tekniske forundersøgelser; Elektroingeniørvirksomhed; Rådgivning inden for entreprenørarbejde; Kulkær ingeniørvirksomhed; Ingeniørvirksomhed og computerstøttet ingeniørvirksomhed; Udarbejdelse af tekniske tegninger; Ingeniørvirksomhed inden for robotteknik; Design af luftfartøjer; Ingeniørvirksomhed i form af design af maskiner; Ingeniørvirksomhed vedrørende design af konstruktioner; Tilvejebringelse af information om industrielt ingeniørarbejde.

DE - 7

Generatoren; Motoren zur Erzeugung von Elektrizität; Elektrogeneratoren; Elektrogeneratoren; Elektrogeneratoren; Elek-

trogeneratoren; Elektrostatische Generatoren; Elektrogen-  
eratoren; Elektrogeneneratoren; Elektrogeneneratoren; Elektrogen-  
eratoranlagen; Elektrogenenerateile; Elektrogeneneratoren;  
Stromanlagen [Generatoren]; Hochspannungsgeneratoren;  
Wechselstromgeneratoren; Notstromaggregate, -generatoren;  
Dieselbetriebene Stromgeneratoren; Antriebe für elektrische  
Generatoren; Mobile Stromgeneratoren und mobile Stromge-  
neratoren; Bürsten für Gleichstromgeneratoren [Maschinen-  
teile]; Elektrische Notstromgeneratoren; Elektrische Genera-  
toren mit Solarzellen; Magnetische Förderer; Kraftübertra-  
gungsvorrichtungen für Luftfahrzeuge; Kraftübertragungsvor-  
richtungen für Luftfahrzeuge; Kupplungen zur Kraftübertragung  
für Luftfahrzeuge; Raketentriebwerke; elektrische Getriebe-  
motoren; Antriebsvorrichtungen für Maschinen; Motoren für  
Luftfahrzeuge; Motoren für Boote und Schiffe; Motoren für  
Boote und Schiffe; Antriebsvorrichtungen für Maschinen;  
Gleichstrommotoren, ausgenommen für Landfahrzeuge;  
Wechselstrommotoren; Elektromotoren für Maschinen; Elek-  
tromotoren für Heizungsanlagen; Elektromotoren für Maschi-  
nen; Wechselstrommotoren für Düsentriebwerke; Motoren  
(ausgenommen Motoren für Landfahrzeuge); Antriebsmaschi-  
nen und Motoren für Modellfahrzeuge, -luftfahrzeuge und -  
boote; Abgasturbolader für Landfahrzeugmotoren; Zylinder-  
köpfe für Motoren; Motoren für Fahrzeugmodelle; Umwelt-  
schutzgeräte für Motoren; Motoren für Luftfahrzeuge; Motor-  
betriebene Puffer [Maschinenteile]; Alle Teile und Bestandteile,  
soweit sie in Klasse 7 enthalten sind, für alle vorstehend ge-  
nannten Waren.

DE - 9

Magnetfeldgeneratoren, ausgenommen für medizinische Zwecke; Magnetdraht; Magnetschalter; Disketten; Magnetbänder; Magnetische Drehkompass; Elektromagnetische Spulen; Magnetkerne; Magnetdrähte; Magnetische Kraftflusssensoren; Elektrodrähte; Elektrische Schalter; Stromverbindungselemente; Leistungsrelais; Leistungsmodule [Rechner]; Leistungsverstärker; Elektrische Netzadapter; Elektrische Leistungssteuerungen; Stromeinheiten, nämlich Batterien, Stromversorgungsaggregate; Stromregelgeräte; Netzanschlusssteile [Transformatoren]; Stromwandler; Stromverteiler; Leistungsverteiler [elektrisch]; Signalgeneratoren; Teilchengeneratoren; Funktionsgenerator; Digitale Funktionsgeneratoren; Computer zur Verwaltung von Kontrollvorrichtungen für Luftfahrzeuge; Elektronische Frequenzumformer für Hochgeschwindigkeitselektromotoren; Sensoren zur Motorensteuerung; Teile und Bestandteile für alle vorstehend genannten Waren.

DE - 37

Installation, Reparatur und Wartung von Stromgeneratoren;  
Installation, Wartung und Reparatur von Motoren; Beratung  
in Bezug auf die vorstehend genannten Leistungen.

DE - 39

**Stromversorgung durch Verteilung von Elektrizität.**

DF - 40

Energieerzeugungsdienste; Stromerzeugung; Stromerzeugung; Erzeugung von Energie; Gaserzeugung; Stromerzeugung aus Solarenergie; Vermietung von Stromerzeugern.

DE - 42

Dienstleistungen von Ingenieuren; Dienstleistungen von Ingenieuren; Dienstleistungen von Ingenieuren; Technisches Zeichnen; Technisches Zeichnen; Ingenieurdienstleistungen bezüglich Computern; Softwareengineering; Durchführung technischer Prüfungen; Ingenieurdienstleistungen im Maschinenbau; Technische Ingenieurdienstleistungen; Dienstleistungen im Bereich der ingenieurtechnischen Beratung; Anfertigung von technischen Zeichnungen; Ingenieurtechnische Forschung; Technische Gutachten; Erstellung technischer Machbarkeitsstudien; Dienstleistungen eines Elektroingenieurs; Tiefbauberatung; Ingenieurdienstleistungen in Bezug



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auf Nukleartechnik; Ingenieurtechnische und computergestützte ingenieurtechnische Dienstleistungen; Ausfertigung technischer Zeichnungen; Ingenieurdienstleistungen bezüglich der Robotertechnik; Gestaltung von Luftfahrzeugen; Ingenieurdienstleistungen für den Entwurf von Maschinen; Ingenieurdienstleistungen für den Entwurf von Konstruktionen; Erteilung von Auskünften über Industrietechnik.

## ET - 7

Generaatorid; Mootorid elektri genereerimiseks; Elektrigeneraatorid; Elektrigeneraatorid; Elektrigeneraatorid; Elektrostaatilised generaatorid; Elektrigeneraatorid; Elektrigeneraatorid; Elektrigeneraatorid; Elektri jaamad; Elektrigeneraatorite rühmad; Elektrigeneraatorid; Jõuseadmed; Igeneraatorid; Kõrgepinge generaatorid; Vahelduvvoolugeneraatorid; Varujõugeneraatorid; Diisielektrigeneraatorid; Elektrigeneraatori voolukomplektid; Teisaldatavad elektrijõugeneraatorid, teisaldatavad elektrijõugeneraatorid; Alalisvoolugeneraatorite harjad [masinaosad]; Elektrigeneraatorid avariolukordade jaoks; Päikeseelemente kasutavad elektrigeneraatorid; Magnetkonverleerid; Õhusõiduki jõuallikad; Õhusõiduki jõuallikad; Õhusõiduki jõuallikad; Õhusõiduki jõuallikad; Rakettmootorid; Elektrilised ajamimootorid; Masinate ajamised; Lennumasinate, lennuaparate mootorid; Paadimootorid; Paadimootorid; Masinate ajamised; Alalisvoolumootorid; Vahelduvvoolumootorid; Masinate elektrilised veomootorid; Kütteseadmestike mootorid; Masinate elektrilised veomootorid; Reaktiivmootorite vahelduvvoolumootorid; Mootorid ja jõuseadmed (v.a maismaasõidukitele); Mudelsõidukite, õhusõidukite, lennukite, paatide ja laevade mootorid; Maismaasõidukite mootorite turboalaadurid; Silindripead (Mootorite); Mudelsõidukite mootorid; Heitgaaside puhastusseadised mootoritele; Lennumasinate, lennuaparate mootorid; Mehaanilised puhvrid; Kõigi eelnimetatud toodete osad ja tarvikud, mis kuuluvad klassi 7.

## ET - 9

Mitteteadsiinilised magnetväljageneraatorid; Magnetkiud; Magnetlülidid; Disketid, flpidid; Magnetlindid; Magnetilised gürukompassid; Elektromagnetilised poolid; Magnetsüdamikud; Magnetjuhtmed; Magnetvooluandurid; Elekrikaablid; Lülidid (Elektri -), elektrilülidid; Elektripistikud, pistikuühendused; Võimsusreleed; Toitemoodelid; Võimendajad; Elektriadapterid; Elektrilise toite kontrollid; Toiteplokid [patareid], Elektrilised toiteallikad; Elektrierurgia reguleerimisseadmed; Toiteallikad [trafod]; Muundurid (Voolu-), voolumuundurid; Elektrierurgia jaotusseadmed; Toitejaoturid [elektrilised]; Generaatorid (signaali-); Osakeste generaatorid; Funktsioonigeneraatorid; Digitaalised funktsioonigeneraatorid; Arvutid õhusõiduki juhtimisseadmete haldamiseks; Kiirelektrimootorite elektroonilised sagedusmuundurid; Mootorite juhtimise andurid; Osad ja tarvikud kõigile eelmainitud toodetele.

ET - 37

Elektrigeneraatorite paigaldamine, parandamine ja hooldamine; Mootorite paigaldamine, hooldus ja remont; Nõustamine ja konsulteerimine seoses eelmainitud teenustega.

ET - 39

Elektrienergiaga varustamine ja selle jaotamine.

ET = 40

Elektrienergia tootmine; Elektri tootmine; Elektri tootmise; Energiatootmine; Gaasi genereerimine; Elektrienergia tootmine päikeseenergiast; Elektrigeneraatorite rentimine.

ET - 42

Inseneriteenused; Inseneriteenused; Inseneriteenused; Tehniline projektteerimine; Tehniline projektteerimine; Arvutiinseneriteenused; Tarkvara kavandamine, projektteerimine; Inseneritehniline testimine; Masinaehitus; Insener-tehnilised teenused; Tehnilise konsultatsiooni teenused; Tehniline joonestamine; Tehnilised uuringud, inseneriteaduse alased uurimustööd;

Tehniline ekspertii; Tehnilise teostatavuse uuringud; Elektri-inseneri teenused; Tsiivilehituse alased konsultatsioonid; Tuumatehnika teenused; Inseneri- ja arvutipõhised tehnilised teenused; Tehniliste jooniste ettevalmistamine; Robootikaalased inseneriteenused; Õhusõidukite projekteerimine; Inseneriteenused masinate projekteerimiseks; Inseneriteenused tarindite projekteerimiseks; Tööstusprojekteerimisalase informatsiooni pakkumine.

## EL - 7

Γεννήτριες παραγωγής ηλεκτρισμού· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Ηλεκτροστατικές γεννήτριες· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Σταθμοί ηλεκτροπαραγωγής· Ομάδες ηλεκτροπαραγωγής· Γεννήτριες ηλεκτρικού ρεύματος· Εγκαταστάσεις παραγωγής ισχύος· Γεννήτριες υψηλής τάσης· Εναλλακτήρες· Συστοιχίες εφεδρικών ηλεκτρογεννητριών· Ηλεκτρογεννήτριες πετρελαίων· Σετ ισχύος ηλεκτρογεννητριών· Κινητές γεννήτριες παραγωγής ηλεκτρικού ρεύματος· Ψήκτες γεννήτριας συνεχούς ρεύματος [μέρη μηχανών]· Γεννήτριες ηλεκτρικού ρεύματος για χρήση έκτακτης ανάγκης· Ηλεκτρικές γεννήτριες με χρήση ηλιακών κυττάρων· Μαγνητικοί μεταφορείς· Συστήματα κίνησης για αεροσκάφη· Συστήματα κίνησης για αεροσκάφη· Συμπλέκτες μετάδοσης ισχύος για αεροσκάφη· Κινητήρες πρόωσης πυραύλου· Ηλεκτρικοί γραναζωτοί κινητήρες· Διατάξεις οδήγησης για μηχανές· Αεροαυπηγικής (Κινητήρες -)· Κινητήρες πλοίων· Κινητήρες πλοίων· Διατάξεις οδήγησης για μηχανές· Κινητήρες συνεχούς ρεύματος· Κινητήρες εναλλασσόμενου ρεύματος· Ηλεκτροκινητήρες για μηχανήματα· Ηλεκτροκινητήρες για εγκαταστάσεις θέρμανσης· Ηλεκτροκινητήρες για μηχανήματα· Κινητήρες εναλλασσόμενου ρεύματος για μηχανές αεριώθησης· Κινητήρες (εκτός των κινητήρων χερσαίων οχημάτων)· Μηχανοκινητήρες και κινητήρες για μοντέλα οχημάτων, αεροσκάφη και λέμβους· Στροβίλο-υπερσυμπίεστρες για κινητήρες χερσαίων οχημάτων· Κυλινδρικές κεφαλές για κινητήρες· Κινητήρες για μοντέλα οχημάτων· Αντιρουπαντικοί μηχανισμοί για κινητήρες· Αεροαυπηγικής (Κινητήρες -)· Ηλεκτροκίνητοι λειαντήρες· Στο σύνολό τους μέρη και εξαρτήματα περιλαμβανόμενα στην κλάση 7 για το σύνολο των προαναφερθέντων ειδών.

## FI - 9

Γεννήτριες μαγνητικού πεδίου, όχι για ιατρική χρήση· Μαγνητικά νήματα· Μαγνητικοί διακόπτες· Διοκτές· Μαγνητικές ταινίες· Μαγνητικές γυροσκοπικές πυξίδες· Ηλεκτρομαγνητικά πηνία· Μαγνητικοί πυρήνες· Καλώδια μαγνητικά· Αισθητήρες μαγνητικής ροής· Καλώδια ηλεκτρικά· Διακόπτες ηλεκτρικοί· Ηλεκτρικοί σύνδεσμοι· Ηλεκτρονόμοι ισχύος· Μονάδες ισχύος· Ενισχυτές ισχύος· Μετασχηματιστές ηλεκτρικής ισχύος· Όργανα ελέγχου ηλεκτρικής ισχύος· Μονάδες ισχύος [μπатарίες], Μονάδες ηλεκτρικής ισχύος· Συσκευές για τη ρύθμιση ισχύος ηλεκτρικού ρεύματος· Συστοιχίες ισχύος (μετασχηματιστές)· Μετατροπείς περιστεροφικοί· Διανομείς ηλεκτρικής ισχύος· Διαίρετες ισχύος [ηλεκτρικά]· Γεννήτριες σημάτων· Συσκευές παραγωγής σωματιδίων· Γεννήτριες λειτουργίας· Ψηφιακές λειτουργικές γεννήτριες· Ηλεκτρονικοί υπολογιστές για τη διαχείριση διατάξεων ελέγχου αεροσκαφών· Ηλεκτρονικοί μετατροπείς συχνότητας για ηλεκτροκινητήρες υψηλής ταχύτητας· Αισθητήρες για χρήση των επεξεργαστών· Εξαρτήματα και μέρη για το σύνολο των προαναφερόμενων ειδών.

## EI = 37

Εγκατάσταση, επισκευή και συντήρηση ηλεκτρογεννητριών· Εγκατάσταση, συντήρηση και επισκευή κινητήρων· Υπηρεσίες παραγωγής συμβουλών σε σχέση με τα προαναφερθέντα.

FI - 39





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Παροχή και διανομή ηλεκτρικού ρεύματος.

**EL - 40**

Παραγωγή ηλεκτρικής ενέργειας. Παραγωγή ηλεκτρισμού. Παραγωγή ηλεκτρισμού. Παραγωγή ενέργειας. Παραγωγή φυσικού αερίου. Παραγωγή ηλεκτρισμού από την ηλιακή ενέργεια. Εκμίσθωση γεννητριών παραγωγής ηλεκτρικής ισχύος.

**EL - 42**

Μηχανολογικές υπηρεσίες. Μηχανολογικές υπηρεσίες. Μηχανολογικές υπηρεσίες. Μηχανικός σχεδιασμός. Μηχανικός σχεδιασμός. Υπηρεσίες μηχανικού ηλεκτρονικών υπολογιστών. Υπηρεσίες μηχανικού λογισμικού. Μηχανικές δοκιμές. Υπηρεσίες μηχανολόγου μηχανικού. Τεχνική μηχανική. Υπηρεσίες παροχής συμβουλών μηχανικής. Μηχανολογικό σχέδιο. Έρευνα στον τομέα της μηχανικής. Εκθέσεις εμπειρογνομόνων μηχανικών. Μελέτες σκοπιμότητας από μηχανικούς. Υπηρεσίες ηλεκτρολόγου μηχανικού. Παροχή συμβουλών πολιτικού μηχανικού. Υπηρεσίες πυρηνικής μηχανικής. Μηχανική και υπηρεσίες μηχανικής με τη βοήθεια υπολογιστή. Προετοιμασία μηχανικών σχεδίων. Υπηρεσίες μηχανικού σε σχέση με τη ρομποτική. Σχεδιασμός αεροσκαφών. Υπηρεσίες μηχανικής για τον σχεδιασμό μηχανημάτων. Υπηρεσίες μηχανικής για το σχεδιασμό κατασκευών. Παροχή πληροφοριών σχετικά με τη βιομηχανική μηχανική.

**EN - 7**

Generators; engines and motors for the generation of electricity; electric current generators; electric generators; generators of electricity; electric power generators; electrostatic generators; electricity generators; electrical generators; current generators; electrical generator stations; electrical generator groups; electrical generator plant; power installations [generators]; high-voltage generators; alternating current generators; emergency power generators; diesel electric generators; electric generator power sets; mobile electric power generators; mobile electrical power generators; direct current generator brushes [parts of machines]; electric power generators for emergency use; electrical generators using solar cells; magnetic conveyors; power transmissions for aircraft; power trains for aircraft; power transmission couplings for aircraft; rocket propulsion engines; geared electric motors; machine motors; motors for airplanes; boat motors; marine motors; motors for machines; direct current motors; alternating current motors; electric motors for machines; electric motors for heating installations; electric driving motors for machines; alternating current motors for jet engines; motors and engines (except for land vehicles); engines and motors for model vehicles, aircraft and boats; turbo-superchargers for land vehicle engines; cylinder heads for engines; engines for model vehicles; filters for engines; aeronautical engines; power driven buffers; all parts and fittings included in class 7 for all the aforesaid goods.

**EN - 9**

Magnetic field generators, other than for medical use; magnetic filaments; magnetic switches; magnetic diskettes; magnetic tapes; magnetic gyrocompasses; magnetic coils; magnetic cores; magnetic wires; magnetic flux sensors; power cables; power switches; power connectors; power relays; power modules; power amplifiers; power adaptors; electric power controllers; power units [batteries], electric power units; power regulating apparatus; power packs [transformers]; electric power converters; power distributors [electrical]; power dividers [electric]; generators (signal-); particle generators; functional generators; digital functional generators; computers for managing control devices for aircraft; electronic frequency converters for high velocity electro motors; sensors for use in the control of engines; all parts and fittings for all the aforesaid goods.

**EN - 37**

Installation, repair and maintenance of electricity generators; installation, repair and maintenance of engines and motors; advisory services relating to all the aforesaid.

**EN - 39**

Power supply and distribution.

**EN - 40**

Generation of power; electricity generation; generation of electricity; generation of energy; generation of gas; generation of electricity from solar energy; hire of electrical generators.

**EN - 42**

Engineering; engineering services; engineering work; engineering design; design engineering; computer engineering; software engineering; engineering testing; mechanical engineering; technical engineering; engineering consultancy; engineering drawing; engineering research; engineering surveying; engineering feasibility studies; electrical engineering services; civil engineering consultancy; nuclear engineering services; engineering and computer-aided engineering services; preparation of engineering drawings; engineering services relating to robotics; aircraft design; engineering services for the design of machinery; engineering services for the design of structures; provision of information relating to industrial engineering.

**FR - 7**

Générateurs; Moteurs de production d'électricité; Générateurs d'électricité; Générateurs d'électricité; Générateurs d'électricité; Générateurs électrostatiques; Générateurs d'électricité; Générateurs d'électricité; Générateurs d'électricité; Stations de production d'électricité; Groupes générateurs d'énergie électrique; Générateurs d'électricité; Installations électriques [générateurs]; Générateurs de haute tension; Alternateurs; Groupes électrogènes de secours; Générateurs électriques diesel; Groupes électrogènes; Générateurs électriques et générateurs électriques mobiles; Brosses de générateurs de courant continu [parties de machines]; Générateurs électriques de secours; Générateurs électriques utilisant des cellules solaires; Convoyeurs magnétiques; Transmissions de puissance pour aéronefs; Transmissions de puissance pour aéronefs; Accouplements de transmission de puissance pour aéronefs; Moteurs de propulsion à réaction; Moteurs électriques d'entraînement; Dispositifs d'entraînement pour machines; Moteurs pour l'aéronautique; Moteurs de bateaux; Moteurs de bateaux; Dispositifs d'entraînement pour machines; Moteurs à courant continu; Moteurs à courant alternatif; Moteurs électriques pour machines; Moteurs électriques pour installations de chauffage; Moteurs électriques pour machines; Moteurs à courant alternatif pour moteurs à réaction; Moteurs (à l'exception des moteurs pour véhicules terrestres); Moteurs pour modèles réduits de véhicules, d'avions et de bateaux; Turbocompresseurs pour moteurs de véhicules terrestres; Culasses de moteurs; Moteurs pour modèles réduits de véhicules; Dispositifs antipollution pour moteurs; Moteurs pour l'aéronautique; Tampons mus par une source d'énergie; Toutes les pièces et parties constitutives comprises dans la classe 7 pour tous les produits précités.

**FR - 9**

Générateurs de champs magnétiques, autres qu'à usage médical; Filaments magnétiques; Interrupteurs magnétiques; Disquettes; Rubans magnétiques; Compas gyroscopiques magnétiques; Aimants; Noyaux magnétiques; Fils magnétiques; Capteurs de flux magnétiques; Câbles électriques; Interrupteurs; Connecteurs d'alimentation; Relais de puissance; Modules d'alimentation; Amplificateurs de puissance; Adaptateurs électriques; Régulateurs d'énergie électrique; Unités d'alimentation [batteries]; Dispositifs d'alimentation électrique; Appareils de régulation électrique; Blocs

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d'alimentation [transformateurs]; Convertisseurs électriques; Distributeurs d'électricité [électriques]; Diviseurs de puissance électriques; Générateurs (de signaux); Générateurs de particules; Générateurs de fonctions; Générateurs de fonctions à synthèse numérique; Ordinateurs pour la gestion des dispositifs de commande des avions; Convertisseurs électroniques de fréquence pour moteurs électriques à grande vitesse; Capteurs destinés au contrôle de moteurs; Pièces et accessoires de tous les produits précités.

**FR - 37**

Installation, réparation et entretien de générateurs électriques; Installation, maintenance et réparation de moteurs; Services de conseils concernant les services précités.

**FR - 39**

Alimentation et distribution d'électricité.

**FR - 40**

Génération d'électricité; Production d'électricité; Production d'électricité; Production d'énergie; De génération de gaz; Production d'électricité à partir de l'énergie solaire; Location de générateurs électriques.

**FR - 42**

Services d'ingénierie; Services d'ingénierie; Services d'ingénierie; Conception de projets d'ingénierie; Conception de projets d'ingénierie; Services d'ingénierie informatique; Services de génie logiciel; Tests d'ingénierie; Génie mécanique; Ingénierie technique; Services de conseil en ingénierie; Dessin industriel; Recherche en ingénierie; Expertises techniques; Études de faisabilité technique dans le domaine de l'ingénierie; Services de génie électrique; Conseils en matière de génie civil; Services d'ingénierie nucléaire; Services d'ingénierie et d'ingénierie assistée par ordinateur; Préparation de dessins d'ingénierie; Services d'ingénierie en matière de robotique; Conception d'aéronefs; Services d'ingénierie pour la conception de machines; Services d'ingénierie pour la conception de structures; Service d'information en matière d'ingénierie industrielle.

**IT - 7**

Generatori; Motori per la generazione di elettricità; Generatori di elettricità; Generatori di elettricità; Generatori di elettricità; Generatori di elettricità; Generatori di elettricità; Centrali di produzione dell'energia elettrica; Gruppi elettrogeni; Generatori di elettricità; Impianti di potenza [generatori]; Generatori di alta tensione; Alternatori; Gruppi elettrogeni di soccorso; Generatori elettrici diesel; Set di generatori elettrici; Generatori di energia elettrica mobili; Spazzole di generatore di corrente continua [parti di macchine]; Generatori elettrici di emergenza; Generatori elettrici che utilizzano pile fotovoltaiche; Trasportatori magnetici; Trasmissioni di potenza per aerei; Trasmissioni di potenza per aerei; Giunti di trasmissione per aerei; Motori di propulsione per razzi; Motoriduttori elettrici; Dispositivi di comando per macchine; Motori per l'aeronautica; Macchine di navi; Macchine di navi; Dispositivi di comando per macchine; Motori a corrente continua; Motori a corrente alternata; Motrici elettriche per macchine; Motori elettrici per impianti di riscaldamento; Motrici elettriche per macchine; Motori a corrente alternata per motori a reazione; Motori (eccetto quelli per veicoli terrestri); Motori per modellini di veicoli, velivoli e imbarcazioni; Turbocompressori per motori di veicoli terrestri; Testate di motori; Motori per modellini; Dispositivi contro l'inquinamento per motori; Motori per l'aeronautica; Cuscinetti comandati meccanicamente; Tutte le parti ed accessori per tutti i suddetti articoli, compresi nella classe 7.

**IT - 9**

Generatori di campi magnetici, non per uso medico; Filamenti magnetici; Interruttori magnetici; Dischetti magnetici; Nastri magnetici; Bussole giroscopiche magnetiche; Bobine d'elet-

tromagneti; Nuclei magnetici; Fili magnetici; Sensori magnetici di flusso; Fili elettrici; Interruttori elettrici; Connettori di alimentazione; Relè di potenza; Moduli di potenza; Amplificatori di potenza; Adattatori per alimentazioni elettriche; Unità di controllo per energia elettrica; Unità di potenza [batterie]; Unità elettriche di alimentazione; Apparecchi di regolazione di potenza; Gruppi di alimentazione [trasformatori]; Convertitori; Distributori di potenza [elettrici]; Divisori di potenza [elettrici]; Generatori di segnali; Generatori di particelle; Generatori di funzione; Generatori di funzioni digitali; Computer per la gestione dei dispositivi di comando per aeromobili; Convertitori di frequenza elettronici per elettromotori ad alta velocità; Sensori per controllo di motori; Parti ed accessori per tutti i suddetti articoli.

**IT - 37**

Installazione, riparazione e manutenzione di generatori di elettricità; Installazione, manutenzione e riparazione di motori; Consulenza relativa ai suddetti servizi.

**IT - 39**

Erogazione e distribuzione di energia elettrica.

**IT - 40**

Generazione di potenza; Generazione di elettricità; Generazione di elettricità; Produzione di energia; Generazione di gas; Generazione di elettricità per mezzo di energia solare; Leasing di generatori d'energia elettrica.

**IT - 42**

Servizi di ingegneria; Servizi di ingegneria; Servizi di ingegneria; Progettazione tecnica; Progettazione tecnica; Servizi tecnici informatici; Ingegneria informatica; Test tecnici; Ingegneria meccanica; Ingegneria tecnica; Servizi di consulenza di ingegneria; Progettazione ingegneristica; Ricerca nel campo dell'ingegneria; Rilievi ingegneristici; Studi di fattibilità tecnica; Servizi d'ingegneria elettrica; Consulenza in materia di ingegneria civile; Servizi d'ingegneria nucleare; Servizi tecnici e progettazione assistita da computer; Stesura di progetti di ingegneria; Ingegneria in materia di robotica; Progettazione di aerei; Servizi tecnici per la progettazione di macchinari; Servizi tecnici relativi alla progettazione di strutture; Fornitura di informazioni in materia di ingegneria industriale.

**LV - 7**

Generatori; Elektroģeneratoru dzinēji; Elektroģeneratori; Elektroģeneratori; Elektroģeneratori; Elektroģeneratori; Elektroģeneratori; Elektroģeneratori; Elektroģeneratori; Elektroģeneratori; Elektroģeneratoru stacijas; Elektroģeneratoru grupas; Elektroģeneratori; Energoiekārtas (ģeneratori); Augstsprieguma ģeneratori; Maiņstrāvas ģeneratori; Avārijas strāvas ģeneratori; Dīzeļa elektroģeneratori; Elektroģeneratoru strāvas agregāti; Pārvietojami elektroģeneratori; Pārvietojami elektroģeneratori; Līdzstrāvas ģeneratoru sukuks (mašīnu daļas); Elektroģeneratori avārijas gadījumiem; Saules elementu elektroģeneratori; Magnētiskie konveijeri; Lidaparātu spēka piedziņas; Lidaparātu spēka piedziņas; Jaudas pārvadu sakabes lidaparātiem; Raķešu dzinēji; Elektriskie motori reductori; Piedziņas ierīces mašīnām; Lidaparātu dzinēji; Laivu dzinēji; Laivu dzinēji; Piedziņas ierīces mašīnām; Līdzstrāvas motori; Maiņstrāvas motori; Piedziņas elektromotori mašīnām; Apkures iekārtu elektromotori; Piedziņas elektromotori mašīnām; Maiņstrāvas motori reaktīvajiem dzinējiem; Motori un dzinēji (izņemot sauszemes transporta līdzekļiem paredzētos); Dzinēji un motori transportlīdzekļu, lidaparātu un laivu modeļiem; Sauszemes transportlīdzekļu dzinēju turbokompresori; Motoru cilindru galviņas; Transportlīdzekļu modeļu dzinēji; Pretpiesāroņuma ierīces motoriem un dzinējiem; Lidaparātu dzinēji; Strāvas pievada atvairi; Visu iepriekš minēto preču daļas un piederumi ir iekļauti septītajā klasē.

**LV - 9**

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Magnētiskā lauka ģeneratori, kas nav paredzēti lietošanai medicīnā; Magnētiskais filaments; Magnētiski slēdži; Disketes; Magnētiskās lentes; Magnētiski žirokompasi; Elektromagnētiskās spoles; Magnētvasdi; Magnētiskie vadi; Magnētiskās plūsmas sensori; Elektrības vadi; Elektriskie slēdži; Elektriski savienotāļelementi; Jaudas releji; Barošanas bloki; Strāvas pastiprinātāji; Strāvas adapteri; Strāvas kontroles aparāti; Energobloki [akumulatori], Elektriskie energobloki; Strāvas regulēšanas aparāti; Barošanas bloki (transformatori); Strāvas pārveidotāji; Elektroenerģijas sadalītāji; Strāvas sadalītāji (elektriski); Signāla ģeneratori; Daļiņu ģeneratori; Funkciju ģeneratori; Ciparu funkcionāli ģeneratori; Datori lidaparātu vadības ierīču pārvaldīšanai; Elektronisks frekvences pārveidotājs liela ātruma elektromotors; Sensori motoru kontrolei; Piederumi un daļas visām iepriekš minētajām precēm.

LV - 37

Elektroģeneratoru uzstādīšana, remonts un uzturēšana; Motoru uzstādīšana, apkope un remonts; Padomdevēju un konsultāciju pakalpojumi saistībā ar iepriekšminētajiem pakalpojumiem

LV - 39

Elektroenerģijas piegāde un sadale.

LV - 40

Enerģijas ražošana; Elektrības ražošana; Elektrības ražošana;  
Enerģijas ražošana; Gāzes ģenerēšana; Elektrības ražošana  
no saules enerģijas; Elektrības ģeneratoru noma.

LV - 42

Inženiertehniskie pakalpojumi; Inženiertehniskie pakalpojumi; Inženiertehniskie pakalpojumi; Inženierprojektēšana; Inženierprojektēšana; Inženierprojektēšana; Inženierijas pakalpojumi saistībā ar datoriem; Programminženierija; Inženierijas testēšana; Pakalpojumi mašīnbūves jomā; Tehniskās inženierijas pakalpojumi; Inženierpakalpojumu konsultācijas; Tehniskā rasēšana; Pētniecība inženierzinātnēs; Tehniskā ekspertīze; Inženierijas projektu tehniski ekonomisko pamatojumu sagatavošana; Elektroinženieru pakalpojumi; Civiltās būvniecības konsultācijas; Kodolzinženierijas pakalpojumi; Inženierpakalpojumi un datorizēti inženierpakalpojumi; Inženiertehnisko rasējumu izstrāde; Inženierijas pakalpojumi saistībā ar robottehniku; Lidaparātu projektēšana; Inženiertehniskie pakalpojumi mehānismu projektēšanai; Inženierijas pakalpojumi celtnu projektēšanai; Informācijas nodrošināšana saistībā ar rūpniecisko inženieriju.

LT - 7

Generatoriai; Elektros generavimo varikliai; Elektros genera-  
 toriai; Elektros generatoriai; Elektros generatoriai; Elektros  
 generatoriai; Elektrosstatiniai generatoriai; Elektros generatoriai;  
 Elektros generatoriai; Elektros generatoriai; Elektros genera-  
 torių stotys; Elektros generatorių grupės; Elektros generatoriai  
 Elektros įrenginiai [generatoriai]; Aukštos įtampos generatoriai;  
 Kintamosios srovės generatoriai; Avariniai energijos genera-  
 toriai; Dyzeliniai elektros generatoriai; Elektros generatorių  
 srovės agregatai; Kilnojamieji elektros energijos generatoriai,  
 kilnojamieji elektros energijos generatoriai; Nuolatinės srovės  
 generatorių šepetėliai [mašinų dalys]; Avariniai elektros  
 energijos generatoriai; Elektros generatoriai, naudojantys  
 saulės elementus; Magnetiniai konvejeriai; Orlaivių galios  
 perdavimo pavara; Orlaivių galios perdavimo pavara; Orlai-  
 vių galios perdavimo sankabos; Raketiniai traukos varikliai;  
 Elektriniai varikliai su reduktoriais; Mašinų varomieji įrenginiai;  
 Orlaivių varikliai; Laivų varikliai; Laivų varikliai; Mašinų varo-  
 mieji įrenginiai; Nuolatinės srovės motorai; Kintamosios srovės  
 varikliai; Elektriniai mašinų pavaru varikliai; Šildymo įrenginių  
 elektriniai motorai; Elektriniai mašinų pavaru varikliai; Reakty-  
 vinių variklių kintamosios srovės motorai; Varikliai (išskyrus  
 antžeminių transporto priemonių); Transporto priemonių, lėk-  
 tuvų ir laivų modelių varikliai ir motorai; Sausumos transporto  
 priemonių variklių turbokompresoriai; Variklių cilindrų galvutės;

Transporto priemonių modelių varikliai; Motorų ir variklių įrenginiai nuo užteršimo; Orlaivių varikliai; Elektriniai amortizatoriai; Visos dalys ir priedai, priskirti 7 klasei, skirti visoms minėtoms prekėms.

LT - 9

Magnetinio lauko generatoriai [ne medicinos reikmėms]; Magnetiniai siūlėliai; Magnetiniai jungikliai; Diskeliai; Magnetinės juostos; Magnetiniai girokompasai; Elektromagnetinės ritės; Magnetinės šerdys; Magnetinės vielos; Magnetinio srauto jutikliai; Elektros kabeliai; Jungikliai (Elektros -); Elektros jungtuvai; Galios relės; Elektros energijos moduliai; Galios stiprintuvai; Elektros srovės adapteriai; Elektriniai galios valdikliai; Maitinimo šaltiniai [baterijos]; Elektros energijos įrenginiai; Energijos reguliavimo aparatai; Maitinimo bloki [transformatoriai]; Keitikliai (Elektriniai -); Energijos skirstytuvai [elektros]; Energijos dalintuvai [elektros]; Generatoriai (signalų-); Dalelių generatoriai; Funkciniai generatoriai; Skaitmeniniai funkciniai generatoriai; Kompiuteriai lėktuvų valdymo prietaisų tvarkymo reikmėms; Elektroniniai greitųjų variklių dažnio keitikliai; Variklių valdymo jutikliai; Visų anksčiau minėtų prekių priedai ir dalys.

LT - 37

Elektros generatorių įrengimas, taisymas ir techninė priežiūra; Variklių įrengimas, techninė priežiūra ir taisymas; Patarimų ir konsultavimo paslaugos, susijusios su anksčiau paminėtomis paslaugomis.

LT - 39

Elektros tiekimas ir skirstymas.

LT - 40

Elektros gamyba; Elektros generavimas; Elektros generavi-  
mas; Energijos gamyba; Dujų generavimas; Elektros gamini-  
mas iš saulės energijos; Elektros generatorių nuoma.

LT - 42

Inžinerijos paslaugos; Inžinerijos paslaugos; Inžinerijos paslaugos; Inžinerinis dizainas; Inžinerinis dizainas; Inžinerinės paslaugos, susijusios su kompiuteriais; Programų inžinerija; Inžineriniai bandymai; Mechaninė inžinerija; Techninė inžinerija; Inžinerinių konsultacijų paslaugos; Techninių brėžinių rengimas; Tyrimai inžinerijos srityje; Techninė ekspertizė; Techninių galimybių tyrimai; Elektros inžinerijos paslaugos; Civilinės inžinerijos konsultacijos; Branduolinės inžinerijos paslaugos; Inžinerija ir kompiuterinės inžinerijos paslaugos; Inžinerinių brėžinių rengimas; Inžinerijos paslaugos, susijusios su robotika; Orlaivų projektavimas; Inžinerijos paslaugos mechanizmų projektavimo reikmėms; Konstrukcijų projektavimo inžinerinės paslaugos; Informacijos apie pramonės inžineriją teikimas.

HR - 7

Generatori; Motori za proizvodnju električne energije; Generatori električne energije; Generatori električne energije; Generatori električne energije; Generatori električne energije; Elektrostatički generatori; Generatori električne energije; Generatori električne energije; Generatori električne energije; Stanice za proizvodnju električne energije; Skupine električnih generatora; Generatori električne energije; Instalacije za struju [generatori]; Generatori struje visokog napona; Alternatori; Generatori električne energije za u hitne situacije; Dizel električni agregati; Kompleti električnih generatora; Prijenosni generatori električne energije; Četkice za generatore istosmjernje struje [dijelovi strojeva]; Generatori električne energije za hitne slučajeve; Električni generatori koji se koriste solarnim ćelijama; Magnetski konvejeri; Prijenosi snage za zrakoplove; Prijenosi snage za zrakoplove; Raketni motori; Električni motori; Pogoni za strojeve; Aerostatika (motori za aerostatiku); Motori za brodove; Motori za brodove; Pogoni za strojeve; Motori istosmjernje struje; Motori naizmjeničnu struju;



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Električni motori za strojeve; Električni motori za instalacije za grijanje; Električni motori za strojeve; Motori izmjenične struje za mlazne motore; Motori (osim motora za kopnena vozila); Motori za modele vozila, zrakoplova i brodova; Turbo-superpunjači za motore kopnenih vozila; Glave motora; Motori za makete vozila; Zagađivanje (uređaji protiv zagađivanja) za motore; Aerostatika (motori za aerostatiku); Električne brusilice; Svi dijelovi i oprema za navedene proizvode obuhvaćene razredom 7.

HR - 9

Generatori magnetnog polja [osim za medicinsku upotrebu]; Magnetna vlakna; Magnetni prekidači; Diskete; Magnetne trake; Magnetski žirokompasi; Elektromagnetni svici; Magnetska jezgra; Magnetne žice; Senzori magnetnog toka; Električni kablovi; Električne sklopke; Konektori za struju; Učinski releji; Moduli snage; Pojačalo snage; Strujni adapteri; Uređaji za nadzor električne energije; Energetske jedinice [baterije]; Elektroenergetske jedinice; Uređaji za regulaciju električne energije; Mrežni priključni aparati [transformatori]; Pretvarači, električni [konvertori]; Distributeri električne energije; Dijelila snage [električna]; Generatori (signala-); Generatori čestica; Funkcionalni generatori; Digitalni funkcionalni generatori; Računala za upravljanje kontrolnim uređajima zrakoplova; Elektronički frekvencijski pretvarači za elektromotore velikih brzina; Senzori za uporabu u upravljanju motorima; Dijelovi i pribor za sve prethodno navedene proizvode.

HR - 37

Ugradnja, popravak i održavanje električnih generatora; Instalacija, održavanje i popravak motora; Savjetovanje vezano uz prethodno navedene usluge.

HR - 39

Opskrba električnom energijom i njena distribucija.

HR - 40

Generiranje električne energije; Generiranje električne energije; Generiranje električne energije; Proizvodnja energije; Proizvodnja plina; Proizvodnja električne energije iz solarne energije; Iznajmljivanje električnih generatora.

HR - 42

Inženjerske usluge; Inženjerske usluge; Inženjerske usluge; Inženjerski dizajn; Inženjerski dizajn; Inženjerske usluge u svezi s računalima; Programsko inženjerstvo; Inženjersko testiranje; Strojstvo; Tehnički inženjering; Usluge inženjerskog savjetovanja; Tehničko crtanje; Inženjersko istraživanje; Inženjerske izmjere; Tehničke studije izvedivosti; Usluge električnog inženjeringa; Građevinsko savjetovanje; Usluge nuklearnog inženjerstva; Usluge inženjeringa i računalno potpomognutog inženjeringa; Izrada tehničkih crteža; Inženjerske usluge u svezi s robotikom; Dizajn letjelica; Inženjerske usluge za dizajn strojeva; Inženjerske usluge za dizajn struktura; Pružanje informacija u svezi s industrijskim inženjeringom.

HU - 7

Generatori; Motori elektromosni amper termeléséhez; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Elektrosztatikus generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Generátor állomások; Elektromos generátor csoportok; Áramfejlesztő generátorok; Áramfejlesztő berendezések [generátorok]; Nagyfeszültségű generátorok; Váltakozó áramú generátorok; Vészhelyzeti áramfejlesztő generátorok; Dízel elektromos generátorok; Meghajtások elektromos generátorokhoz; Hordozható áramfejlesztő berendezések; Egyenáramú generátorok [gépkapcsolók]; Áramfejlesztők vészhelyzetekhez; Napelemeket használó elektromos generátorok; Mágneses szállítószalagok; Erőátviteli berendezések repülőgépekhez;

Erőátviteli berendezések repülőgépekhez; Erőátviteli kapcsolók repülőgépekhez; Rakétahajtóművek; Elektromos meghajtómotorok; Hajtóeszközök gépekhez; Repülőgépmotorok; Csónakmotorok, hajómotorok; Csónakmotorok, hajómotorok; Hajtóeszközök gépekhez; Egyenáramú motorok; Váltakozó áramú motorok; Villanymotorok gépekhez; Elektromotorok fűtőberendezésekhez; Villanymotorok gépekhez; Váltakozó áramú motorok sugárhajtóművekhez; Motorok (a szárazföldi járműmotorok kivételével); Hajtóművek és motorok modell járművekhez, légi járművekhez és hajókhoz; Turbófeltöltők szárazföldi járművek motorjaihoz; Hengerfejek motorokba; Motorok járműmodellekhez; Környezetkímélő berendezések motorokhoz; Repülőgépmotorok; Meghajtott csillapítók; A fent említett, a 7. osztályba tartozó alkatrészek és tartozékok.

HU - 9

Mágneses mező generátorok, nem orvosi használatra; Mágneses szálak; Mágneskapcsolók; Hajlékonylamelek, floppy-lemezek; Mágnesszalagok; Mágneses pörgettyűs iránytűk; Elektromágneses tekercsek; Vasmagok; Mágneses huzalok, mágneshuzalok; Mágneses fluxus érzékelők; Elektromos kábelek; Kapcsolók, elektromos; Elektromos csatlakozók [konnektorok]; Teljesítmény relék; Teljesítmény modulok; Teljesítményerősítők; Elektromos hálózati adapterek; Elektromos teljesítményszabályozók; Teljesítményegységek [akkumulátorok]; Elektromos hajtóművek, motorok; Áramszabályzó berendezések; Tápegységek [transzformátorok]; Elektromos konverterek; Áramelosztók; Áramosztók [elektromos]; Jelgenerátorok; Részecske-generátorok; Funkció-generátorok; Digitális funkciógenerátorok; Számítógépek légi járművek vezérlőeszközeinek kezeléséhez; Elektronikus frekvenciaátalakítók nagysebességű elektromotorokhoz; Érzékelők motorok vezérléséhez; Alkatrészek és szerelvények az összes fent említett áruhoz.

HU - 37

Áramfejlesztők üzembe helyezése, javítása és karbantartása; Motorok telepítése, karbantartása és javítása; A fent említett szolgáltatásokkal kapcsolatos tanácsadói és konzultációs szolgáltatások.

HU - 39

Villamosenergia szolgáltatás és ellátás.

HU - 40

Áramfejlesztés; Elektromos áram fejlesztése; Elektromos áram fejlesztése; Energiatermelés; Gázok előállítása; Áram előállítás napenergiából; Áramfejlesztő generátorok kölcsönzése.

HU - 42

Mérnöki munkák, szolgáltatások; Mérnöki munkák, szolgáltatások; Mérnöki munkák, szolgáltatások; Mérnöki tervezés; Mérnöki tervezés; Számítógépekkel kapcsolatos mérnöki szolgáltatások; Szoftver mérnökség; Műszaki tesztelés; Gépszámítógépek; Műszaki mérnöki tevékenység; Mérnöki tanácsadó szolgáltatások; Műszaki rajzolás; Mérnöki kutatás; Műszaki, mérnöki felmérések; Mérnöki megvalósíthatósági tanulmányok; Villamosmérnöki szolgáltatások; Építőmérnöki konzultációs szolgáltatások; Atomtechnikai szolgáltatások; Mérnöki és számítógépes mérnöki szolgáltatások; Műszaki rajzok készítése; Robotikával kapcsolatos mérnöki szolgáltatások; Repülőgépek tervezése; Géptervezéshez kapcsolódó mérnöki szolgáltatások; Szerkezetek tervezésével kapcsolatos műszaki szolgáltatások; Üzemszervezéssel kapcsolatos információnyújtás.

MT - 7

Generaturi; Magni għall-generazzjoni tal-elettriku; Generaturi ta' l-elettriku; Generaturi ta' l-elettriku; Generaturi ta' l-elettriku; Generaturi ta' l-elettriku; Generaturi ta' l-elettriku; Generaturi ta' l-elettriku; Generaturi ta' l-elettriku; Stazzjonijiet ta' generaturi tal-elettriku; Gruppi ta' generaturi





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elettriċi; Ġeneraturi ta' l-elettriku; Installazzjonijiet elettriċi [ġeneraturi]; Ġeneraturi ta' vultaġġ għoli; Alternaturi; Ġeneraturi tal-enerġija ta' emerġenża; Ġeneraturi tal-elettriku li jaħdmu bid-diżil; Settijiet ta' ġeneraturi tal-enerġija elettrika; Ġeneraturi tal-enerġija elettrika li jingarru ġeneraturi tal-enerġija elettrika li jingarru; Punti ta' kuntatt għall-ġeneraturi tal-kurrent dirett [partijiet tal-magni]; Ġeneraturi li jaħdmu bid-dawl għall-użu f'emerġenzi; Ġeneraturi elettriċi li jużaw ċelloli solari; Tagħmir għall-ġarr manjetiku; Sistemi ta' ġarr ta' enerġija għall-inġenji tal-ajru; Sistemi ta' ġarr ta' enerġija għall-inġenji tal-ajru; Igganċjar tat-trasmissjoni tal-enerġija għall-inġenji tal-ajru; Magni bil-propulsjoni b'rokit; Magni elettriċi bil-gerijiet; Apparat tat-trasmissjoni għal-magni; Magni tal-ajrunawtika; Magni għal vapuri; Magni għal vapuri; Apparat tat-trasmissjoni għal-magni; Muturi tal-kurrent dirett; Magni tal-kurrenti jalter-naw; Muturi tal-elettriku għall-magni; Muturi elettriċi għall-installazzjonijiet tat-tiġn; Muturi tal-elettriku għall-magni; Magni bil-kurrent li jalterna għall-magni tal-ġett; Muturi u magni (minbarra għal vetturi ta' fuq l-art); Magni u muturi għal mudelli tal-vetturi, inġenji tal-ajru u dgħajjes; Turbo-superchargers għal magni ta' vetturi tal-art; Irjus taċ-ċilindri għal magni; Magni għall-mudelli ta' vetturi; Tagħmir għal kontra t-tniġġis, għal muturi u magni; Magni tal-ajrunawtika; Regolaturi li jaħdmu bl-elettriku; Il-partijiet u fittings kollha inklużi fil-klassi 7 għall-oġġetti kollha msemmija qabel.

MT - 9

Ġeneraturi ta' kampi manjetiki, minbarra għal użu mediku; Filamenti manjetiki; Swiċċijiet manjetiki; Disketti [floppy disks]; Tejps manjetiki; Kumpassi ġiroskopiċi manjetiki; Kolji elettromanjetiki; Kalamita ċentrali; Fili manjetiki; Strumenti sensitivi għall-fluss manjetiku; Linji elettriċi; Swiċċijiet elettriċi; Konnet-turi tal-elettriku; Rilejs tal-qawwa elettrika; Moduli tal-enerġija; Amplifikaturi tad-dawl; Adapters għall-plaġek tal-elettriku; Kontrolluri tal-enerġija elettrika; Unitajiet tal-enerġija (batteriji); Apparat għall-enerġija elettrika; Apparat għar-regolazzjoni tal-elettriku; Tagħmir għall-bdil tal-kurrent (trasformaturi); Tagħmir elettriku għall-bdil ta' sinjali; Distributuri tal-enerġija elettrika; Tagħmir [elettriku] għat-tqassim ta' enerġija; Ġeneraturi (sinjali); Ġeneraturi tal-partiċelli; Ġeneraturi għat-thaddim; Ġeneraturi diġitali funzjonali; Kompjuters għall-immaniġġjar ta' tagħmir ta' kontroll għall-inġenji tal-ajru; Konvertituri tal-frekwenza elettroniki għall-muturi elettriċi ta' veloċità għolja; Sensurin għall-użu fil-kontroll tal-muturi; Partijiet u fittings għall-oġġetti kollha msemmija qabel.

MT - 37

Installazzjoni, tiswija u manutenzjoni ta' ġeneraturi tal-elettriku; Installazzjoni, manutenzjoni u tiswija ta' muturi; Servizzi ta' pariri u konsulenza relatati mas-servizzi hawn fuq imsemmija.

MT - 39

Provvista u distribuzzjoni ta' elettriku.

MT - 40

Ġenerazzjoni tal-enerġija; Ġenerazzjoni tal-elettriku; Ġenerazzjoni tal-elettriku; Produzzjoni tal-enerġija; Ġenerazzjoni ta' gass; Ġenerazzjoni ta' elettriku permezz tal-enerġija solari; Kiri ta' ġeneraturi tal-elettriku.

MT - 42

Servizzi ta' Inġinerija; Servizzi ta' Inġinerija; Servizzi ta' Inġinerija; Disinni ta' inġinerija; Disinni ta' inġinerija; Servizzi ta' inġinerija relatati mal-kompjuter; Inġinerija tas-sofwer; Ittestjar ta' inġinerija; Inġinerija mekkanika; Inġinerija teknika; Konsultazzjoni dwar l-inġinerija; Tpinġija għall-inġinerija; Riċerka dwar l-inġinerija; Spezzjonijiet tal-inġinerija; Studji tal-fattibilità tal-inġinerija; Servizzi ta' inġinerija elettrika; Konsulenza fil-qasam tal-inġinerija civili; Servizzi ta' inġinerija nukleari; Inġinerija u servizzi ta' inġinerija bl-ghajnuna tal-kompjuter; Thejijja ta' disinni tal-inġinerija; Servizzi ta' inġinerija relatata mar-robotika; Id-disinn ta' inġenji tal-ajru; Servizzi ta' inġinerija

għad-disinn ta' makkinarju; Servizzi ta' inġinerija għad-disinn ta' strutturi; Provvista ta' informazzjoni relatata mal-inġinerija industrijali.

NL - 7

Generatoren; Genereren van elektriciteit (Motoren voor het -); Elektricititsgeneratoren; Elektricititsgeneratoren; Elektricititsgeneratoren; Elektricititsgeneratoren; Generatoren (Elektrostatische -); Elektricititsgeneratoren; Elektricititsgeneratoren; Elektricititsgeneratoren; Stroomopwekkingsstations; Generatorgroepen (Elektrische -); Elektricititsgeneratoren; Energie; Generatoren (Hoogspannings -); Wisselstroomdynamo's; Apparatuur voor noodstroomvoorziening; Generatoren (Elektrische -) voor diesel; Generatoren (Elektrische -); Mobiele elektrische stroomgeneratoren, mobiele elektrische stroomgeneratoren; Borstels voor gelijkstroomgeneratoren [machine-onderdelen]; Elektrische generators voor noodgevallen; Generatoren (Elektrische -) die gebruik maken van zonnecellen; Transportmachines (Magnetische -); Krachtoverbrengingen voor vliegtuigen; Krachtoverbrengingen voor vliegtuigen; Koppelingen voor luchtvaartuigen; Aandrijfmotoren voor raketten; Elektrische tandwielmotoren; Aandrijvingen voor machines; Motoren voor de luchtvaart; Machines voor boten; Machines voor boten; Aandrijvingen voor machines; Gelijkstroommotoren; Wisselstroommotoren; Elektrische motoren voor machines; Motoren voor verwarmingsinstallaties (Elektrische -); Elektrische motoren voor machines; Wisselstroommotoren voor straalmotoren; Motoren (uitgezonderd motoren voor landvoertuigen); Motoren en motoren voor modelvoertuigen, luchtschepen en boten; Turboaanjagers voor motoren van voertuigen; Cilinderkoppelen voor motoren; Motoren voor modelvoertuigen; Inrichtingen tegen vervuiling voor motoren; Motoren voor de luchtvaart; Elektrisch aangedreven polijstmachines; Alle onderdelen en accessoires voor zover begrepen in klasse 7, voor alle voornoemde goederen.

NL - 9

Magnetisch-veldgeneratoren, anders dan voor medisch gebruik; Magnetische filamenten; Schakelaars (Magnetische -); Diskettes; Magneetband; Gyrokompassen (Magnetische -); Elektromagnetische spoelen; Magnetische kernen; Magnetische draden; Sensoren voor magneetstroom; Elektrische draden; Elektrische schakelaars; Stroomconnectoren; Vermogensrelais; Voedingen; Vermogensversterkers; Adapters voor elektrische stekkers; Elektrische stroomregelaars; Voedingen [batterijen]; Elektrische voedingseenheden; Controle (Apparaten voor de -) van het vermogen; Krachtbronnen [transformatoren]; Stroomomzetters; Stroomverdelers [elektrisch]; Stroomverdelers [elektrische]; Signaalgeneratoren; Deeltjesgeneratoren; Functiegeneratoren; Functiegeneratoren (Digitale -); Computers voor het beheer van besturingsinrichtingen voor luchtvaartuigen; Elektronische frequentieomzetters voor elektromotoren met hoge snelheid; Sensoren voor gebruik bij het bedienen van motoren; Accessoires en onderdelen voor alle voornoemde goederen.

NL - 37

Installatie, reparatie en onderhoud van elektricititsgeneratoren; Installatie, onderhoud en reparatie van motoren; Consultatiediensten met betrekking tot het voorgaande.

NL - 39

Elektricititslevering en -voorziening.

NL - 40

Stroomopwekking; Elektricititsopwekking; Elektricititsopwekking; Opwekking van energie; Opwekking van gas; Opwekking van elektriciteit uit zonne-energie; Verhuur van elektricititsgeneratoren.

NL - 42

Ingenieursdiensten; Ingenieursdiensten; Ingenieursdiensten; Ingenieursontwerpen; Ingenieursontwerpen; Expertises op



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het gebied van informatica; Ingenieursdiensten op het gebied van informatica en programmering; Technische testen; Werktuigbouwkunde; Technische ingenieursdiensten; Diensten op het gebied van consultancy met betrekking tot techniek; Technisch tekenen; Technisch onderzoek; Technische inspecties; Haalbaarheidsstudies (Technische -); Ingenieursdiensten (Elektrotechnische -); Advisering op het gebied van civiele bouwkunde; Nucleaire ingenieursdiensten; Ingenieursdiensten en computerondersteund ontwerpen; Voorbereiding van ingenieurtechnische tekeningen; Robotica (Ingenieursdiensten met betrekking tot -); Ontwerp van luchtvaartuigen; Ontwerp van machines (Ingenieursdiensten voor het -); Ontwerp van structuren (Ingenieursdiensten voor het -); Industriële techniek (Verstreken van informatie met betrekking tot -).

PL - 7

Generatory; Silniki do wytwarzania energii elektrycznej; Generatory elektryczności; Generatory elektryczności; Generatory elektryczności; Generatory elektrostatyczne; Generatory elektryczności; Generatory elektryczności; Generatory elektryczności; Stacje generacji prądu; Grupy generatorów elektrycznych; Generatory elektryczności; Instalacje elektryczne [generatory]; Generatory wysokiego napięcia; Alternatory [generatory prądu przemiennego]; Awaryjne generatory prądu zmiennego; Elektryczne generatory dieslowe; Zestawy generatorów prądu elektrycznego; Przenośne generatory prądu elektrycznego, przenośne generatory prądu elektrycznego; Szczotki do prądnic prądu stałego [części do maszyn]; Generatory elektryczne do stosowania w sytuacjach awaryjnych; Generatory prądu wykorzystujące ogniwa słoneczne; Przenośniki magnetyczne; Pędnie do statków powietrznych; Pędnie do statków powietrznych; Sprzęgła transmisji mocy do statków powietrznych; Silniki rakietowe; Elektryczne motoreduktory; Urządzenia napędowe do maszyn; Silniki lotnicze; Silniki do łodzi; Silniki do łodzi; Urządzenia napędowe do maszyn; Silniki na prąd stały; Silniki prądu zmiennego; Elektryczne silniki napędowe do maszyn; Silniki elektryczne do instalacji grzewczych; Elektryczne silniki napędowe do maszyn; Silniki prądu zmiennego do silników odrzutowych; Silniki (z wyjątkiem stosowanych w pojazdach lądowych); Silniki elektryczne i silniki do modeli pojazdów, statków powietrznych i łodzi; Turbosprężarki do silników pojazdów lądowych; Głowice cylindrów do silników; Silniki do modeli pojazdów; Urządzenia przeciw zanieczyszczeniom do silników; Silniki lotnicze; Półki elektryczne; Wszystkie części i akcesoria ujęte w klasie 7 do wszystkich wyżej wymienionych towarów.

PL - 9

Generatory pola magnetycznego, inne niż do celów medycznych; Włókna magnetyczne; Przelątki magnetyczne; Dyskiety; Taśmy magnetyczne; Żyrokompasy magnetyczne; Cewki elektromagnetyczne; Rdzenie magnetyczne; Druty magnetyczne; Czujniki strumienia magnetycznego; Kable elektryczne; Przelątki elektryczne; Wtyki przewodów zasilających; Przekładniki mocy; Moduły zasilania; Wzmocniacze mocy; Elektryczne łączniki dopasowujące; Regulatory energii elektrycznej; Jednostki zasilania [baterie]; Jednostki energii elektrycznej; Urządzenia do regulacji energii elektrycznej; Zasilacze sieciowe [transformatory]; Przetworniki elektryczne; Dystrybutory mocy [elektryczne]; Dzielniki mocy [elektryczne]; Generatory sygnałów; Generatory cząsteczek; Generatory funkcji; Cyfrowe generatory funkcji; Komputery do zarządzania urządzeniami sterującymi do samolotów; Elektroniczne konwertery częstotliwości do wysokoprędkościowych silników elektrycznych; Czujniki do użytku przy regulacji silników; Części i osprzęt do wszystkich wyżej wymienionych towarów.

PL - 37

Instalacja, naprawa i konserwacja generatorów energii elektrycznej; Usługi instalacyjne, usługi konserwacyjne i usługi naprawy silników; Usługi doradcze i konsultacyjne dotyczące wyżej wymienionych usług.

PL - 39

Dostawa i dystrybucja energii elektrycznej.

PL - 40

Wytwarzanie energii elektrycznej; Wytwarzanie elektryczności; Wytwarzanie elektryczności; Wytwarzanie energii; Generowanie gazu; Wytwarzanie elektryczności z energii słonecznej; Wynajem generatorów prądu elektrycznego.

PL - 42

Usługi inżynierskie; Usługi inżynierskie; Usługi inżynierskie; Projektowanie techniczne; Projektowanie techniczne; Usługi inżynierskie w zakresie komputerów; Inżynieria oprogramowania; Testy inżynierskie; Inżynieria mechaniczna; Inżynieria techniczna; Usługi w zakresie doradztwa technicznego; Rysunek techniczny; Badania inżynierskie; Pomiary inżynierskie; Studium wykonalności technicznej; Usługi w zakresie inżynierii elektrycznej; Doradztwo w zakresie inżynierii wodno-ładowej; Usługi w zakresie inżynierii jądrowej; Usługi inżynierskie oraz usługi inżynierskie wspomagane komputerowo; Przygotowywanie rysunków technicznych; Usługi inżynierskie w dziedzinie robotyki; Projektowanie statków powietrznych; Usługi inżynierskie w zakresie projektowania maszyn; Usługi inżynierskie w zakresie projektowania konstrukcji; Udzielanie informacji dotyczących inżynierii przemysłowej.

PT - 7

Geradores; Motores para gerar eletricidade; Geradores de eletricidade; Geradores de eletricidade; Geradores de eletricidade; Geradores de eletricidade; Geradores electrostáticos; Geradores de eletricidade; Geradores de eletricidade; Geradores de eletricidade; Estações geradoras de energia elétrica; Grupos de geradores elétricos; Geradores de eletricidade; Instalações de produção de energia; Geradores de alta tensão; Alternadores; Conjuntos eletrógenos de emergência; Geradores elétricos a diesel; Sets geradores de energia elétrica; Geradores móveis de energia elétrica; Escovas para geradores de corrente contínua [peças de máquinas]; Geradores de energia elétrica para uso em emergências; Geradores elétricos que utilizam células solares; Transportadores magnéticos; Transmissores de potência para aeronaves; Transmissores de potência para aeronaves; Ligações para a transmissão de potência para aeronaves; Motores de propulsão de foguetes; Motores de transmissão elétricos; Dispositivos de acionamento para máquinas; Motores para aeronáutica; Máquinas para barcos; Máquinas para barcos; Dispositivos de acionamento para máquinas; Motores de corrente contínua; Motores de corrente alterna; Motores impulsadores elétricos para máquinas; Motores elétricos para instalações de aquecimento; Motores impulsadores elétricos para máquinas; Motores de corrente alterna para motores a jato; Motores (com exceção dos motores para veículos terrestres); Motores para modelos de veículos, aeronaves e barcos; Turbocompressores para motores de veículos terrestres; Cuiatras de motores; Motores para veículos em miniatura; Dispositivos anti-poliuição para motores; Motores para aeronáutica; Polidores elétricos; E peças e acessórios incluídos na classe 7 para todos os artigos atrás referidos.

PT - 9

Geradores de campos magnéticos sem ser para uso médico; Filamentos magnéticos; Interruptores magnéticos; Disquetes; Fitas magnéticas; Girocompassos magnéticos; Imanes [ímans]; Núcleos magnéticos; Fios magnéticos; Sensores magnéticos de fluxo; Cabos elétricos; Interruptores elétricos; Conectores elétricos; Relés de potência; Módulos de alimentação; Amplificadores de potência; Adaptadores de energia



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elétricos; Controladores de energia elétrica; Unidades de alimentação elétrica [baterias]; Unidades de energia elétrica; Aparelhos de regulação elétrica; Conjuntos de alimentação [transformadores]; Conversores elétricos; Distribuidores de energia elétrica; Divisores de potência [elétricos]; Geradores de sinais; Geradores de partículas; Geradores funcionais; Geradores funcionais digitais; Computadores para gestão de dispositivos de controlo destinados a aeronaves; Conversores de frequência electrónicos para motores eléctricos de alta velocidade; Sensores para uso no controlo de motores; Peças e acessórios para os artigos atrás referidos.

PT - 37

Instalação, reparação e manutenção de geradores de eletricidade; Instalação, manutenção e reparação de motores; Serviços de assessoria relacionados com os serviços atrás referidos.

PT - 39

Abastecimento e distribuição de eletricidade.

PT - 40

Produção de energia elétrica; Produção de eletricidade; Produção de eletricidade; Produção de energia; Produção de gás; Produção de eletricidade a partir de energia solar; Aluguer de geradores de eletricidade.

PT - 42

Serviços de engenharia; Serviços de engenharia; Serviços de engenharia; Design de engenharia; Design de engenharia; Serviços de engenharia informática; Engenharia de software; Testes de engenharia; Engenharia mecânica; Engenharia técnica; Serviços de consultadoria no domínio da engenharia; Desenho de engenharia; Investigação de engenharia; Inspeções técnicas; Estudos de viabilidade de engenharia; Serviços de engenharia elétrica; Consultadoria em engenharia civil; Serviços de engenharia nuclear; Serviços de engenharia e de engenharia assistida por computador; Preparação de desenhos de engenharia; Serviços de engenharia relacionados com robótica; Design de aeronaves; Serviços de engenharia para a concepção de maquinaria; Serviços de engenharia para o design de estruturas; Prestação de informações relacionadas com engenharia industrial.

RO - 7

Generatoare; Motoare pentru generarea de electricitate; Generatoare de electricitate; Generatoare de electricitate; Generatoare de electricitate; Generatoare de electricitate; Generatoare electrostatice; Generatoare de electricitate; Generatoare de electricitate; Generatoare de electricitate; Stații cu generator electric; Grupuri generatoare electrice; Generatoare de electricitate; Instalații generatoare de energie; Generatoare de înaltă tensiune; Alternatoare; Grupuri electrogene de rezervă; Generatoare electrice diesel; Grupuri electrogene; Generatoare mobile de energie electrică, generatoare mobile de energie electrică; Perii de generatoare de curent continuu [pieșe pentru mașini]; Generatoare electrice de urgență; Generatoare electrice care folosesc celule solare; Transportoare magnetice; Trenuri de propulsie pentru aeronave; Trenuri de propulsie pentru aeronave; Cuplaje de transmisie de energie pentru aeronave; Motoare pentru propulsia rachetelor; Motoare electrice cu reductoare; Dispozitive de acționare pentru mașini; Aeronautică (Motoare pentru -); Bărți (Motoare pentru -); Bărți (Motoare pentru -); Dispozitive de acționare pentru mașini; Motoare de curent continuu; Motoare de curent alternativ; Motoare de acționare electrice pentru mașini; Motoare electrice pentru instalații de încălzire; Motoare de acționare electrice pentru mașini; Motoare cu curent alternativ pentru motoare cu reacție; Motoare (cu excepția motoarelor pentru vehiculele terestre); Motoare pentru machete de vehicule, aeronave și bărci; Turbine de supraalimentare pentru motoare de vehicule terestre; Chiulase de motor; Motoare pentru modele de vehi-

cule; Antipoluare (dispozitive - pentru motoare); Aeronautică (Motoare pentru -); Tampoane cu acționare mecanică; Toate piesele și garniturile cuprinse în Clasa 7 pentru toate produsele susmenționate.

RO - 9

Generatoare de câmp magnetic, altele decât cele pentru uz medical; Filamente magnetice; Comutatoare magnetice; Discuri flexibile; Benzi magnetice; Busole giroscopice magnetice; Magneți; Nuclee magnetice; Fire magnetice; Senzori de flux magnetic; Cabluri electrice; Întrerupătoare; Conectoare de alimentare; Relee de putere; Module de alimentare; Amplificatoare de putere; Adaptoare electrice; Aparatură pentru controlul energiei electrice; Surse de alimentare [baterii]; Blocuri de alimentare cu energie electrică; Aparatură de reglare electrică; Blocuri de alimentare [transformatoare]; Convertizoare electrice; Distribuitor de energie electrică; Divizoare de putere [electrice]; Generatoare (de semnal); Generatoare de particule; Generatoare de funcții; Generatoare de funcții prin sinteză digitală; Calculatoare pentru administrarea dispozitivelor de control ale aeronavelor; Convertoare de frecvență electronice pentru electromotoare de viteză mare; Senzori folosiți la controlul motoarelor; Piese și accesorii pentru toate produsele menționate anterior.

RO - 37

Instalare, reparare și întreținere de generatoare de electricitate; Instalare, întreținere și reparare de motoare; Servicii de consultanță referitoare la cele de mai sus.

RO - 39

Furnizare și distribuție de energie electrică.

RO - 40

Generare de electricitate; Generare de electricitate; Generare de electricitate; Producerea energiei; Generare de gaz; Generarea electricității din energie solară; Închirieri de generatoare de electricitate.

RO - 42

Inginerie; Inginerie; Inginerie; Proiectare tehnică; Proiectare tehnică; Servicii tehnice privind calculatoarele; Inginerie de software informatic; Teste de inginerie; Inginerie mecanică; Inginerie tehnică; Servicii de consultanță tehnică; Desen tehnic; Cercetare în domeniul ingineriei; Expertize tehnice [lucrări de inginerie]; Studii tehnice de fezabilitate; Servicii de inginerie electrică; Consultanță în domeniul ingineriei civile; Servicii tehnice nucleare; Servicii de inginerie și inginerie asistată de calculator; Realizarea de desene de inginerie; Servicii de inginerie în domeniul roboticii; Proiectare de aeronave; Servicii de inginerie pentru proiectarea de utilaje; Servicii de inginerie în materie de proiectare de structuri; Furnizare de informații privind ingineria industrială.

SK - 7

Generátory; Motory na výrobu elektriny; Generátory elektriny; Generátory elektriny; Generátory elektriny; Generátory elektriny; Elektrostatické generátory; Generátory elektriny; Generátory elektriny; Generátory elektriny; Elektrické generátorové stanice; Skupiny elektrických generátorov; Generátory elektriny; Elektrické zariadenia [generátory]; Vysokonapäťové generátory; Alternátory; Núdzové generátory elektriny; Dieselové elektrické generátory; Súpravy generátorov elektrickej energie; Mobilné elektrické generátory; Kefy generátora jednosmerného prúdu [časti strojov]; Elektrické generátory pre núdzové použitie; Elektrické generátory využívajúce solárne články; Magnetické dopravníky; Zariadenia na prenos hnacej sily pre lietadlá; Zariadenia na prenos hnacej sily pre lietadlá; Raketové motory; Elektrické prevodové motory; Pohonné zariadenia pre stroje; Letecké motory; Člny (Motory na -); Člny (Motory na -); Pohonné zariadenia pre stroje; Motory na jednosmerný prúd; Motory na striedavý prúd; Elektrické hnacie motory pre stroje; Elektromo-



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tory pre vykurovacie systémy; Elektrické hnacie motory pre stroje; Motory na striedavý prúd pre prúdové pohonné zariadenia; Motory a hnacie stroje okrem motorov do pozemných vozidiel; Stroje a motory pre modely vozidiel, lietadiel a lodí; Plniace turbodúchadlá pre motory pozemných vozidiel; Hlavy valcov do motorov; Motory automobilových modelov; Katalyzátory do motorov; Letecké motory; Leštičky, nie na ručný pohon; Všetky časti a súčasti zaradené do triedy 7 pre všetky vyššie uvedené výrobky.

SK - 9

Generátory magnetického poľa, iné ako na lekárske účely; Magnetické vlákna; Magnetické spínače; Diskety; Magnetické pásky; Magnetické gyrokomпасы; Magnety; Magnetické jadrá; Magnetické drôty; Sensory magnetického toku; Elektrické káble; Elektrické vypínače; Sieťové konektory; Výkonové relé; Elektrické moduly; Zosilňovače výkonu; Elektrické napáťové adaptéry; Kontrolné zariadenia elektrickej energie; Elektrické zdroje (batérie), Elektrické napájacie jednotky; Prístroje na reguláciu elektrickej energie; Napájacie zdroje [transformátory]; Elektrické konvertory; Rozvádzače elektrickej energie; Deliče elektrického výkonu; Generátory signálu; Generátory častíc; Generátory funkcií; Digitálne funkčné generátory; Počítače na ovládanie riadiacich zariadení pre lietadlá; Elektronické frekvenčné konvertory pre vysokorychlostné elektromotory; Sensory na ovládanie hnacích motorov; Časti a súčasti pre všetky vyššie uvedené výrobky.

SK - 37

Inštalácia, opravy a údržba elektrických generátorov; Inštalácia, údržba a oprava motorov; Poradenské a konzultačné služby vzťahujúce sa ku všetkým, hore uvedeným službám.

SK - 39

Dodávka a distribúcia elektrickej energie.

SK - 40

Výroba elektriny; Výroba elektrickej energie; Výroba elektrickej energie; Výroba energie; Výroba plynu; Výroba elektriny zo slnečnej energie; Prenájom elektrických generátorov.

SK - 42

Inžinierske činnosti; Inžinierske činnosti; Inžinierske činnosti; Technický dizajn; Technický dizajn; Inžinierske služby v oblasti počítačov; Softvérové inžinierstvo; Inžinierske testovanie; Strojné inžinierstvo; Technické inžinierstvo; Inžinierske poradenské služby; Technické kreslenie; Inžiniersky výskum; Inžiniersky prieskum (expertízy); Technické štúdie uskutočniteľnosti; Služby elektrického inžinierstva; Poradenstvo v oblasti stavebného inžinierstva; Služby jadrového inžinierstva; Inžinierske práce a inžinierske služby s pomocou počítača; Príprava technických výkresov; Inžinierske služby v oblasti robotiky; Letecký dizajn; Inžinierske služby v oblasti navrhovania strojov; Inžinierske služby v oblasti navrhovania konštrukcií; Poskytovanie informácií v oblasti priemyselného inžinierstva.

SL - 7

Generatorji; Motorji za proizvodnjo električne energije; Električni generatorji; Električni generatorji; Električni generatorji; Električni generatorji; Električni generatorji; Električne generatorske postaje; Skupine električnih generatorjev; Električni generatorji; Električne inštalacije [generatorji]; Visokonapetostni generatorji; Alternatorji; Generatorji električne energije v sili; Dizelski električni generatorji; Kompleti električnih generatorjev; Mobilni generatorji električne energije; Krtačke za generatorje enosmernega toka [deli strojev]; Generatorji električne energije za uporabo v nujnih primerih; Električni generatorji, ki uporabljajo sončne celice; Magnetni transportni trakovi; Prenosi moči za letala; Prenosi moči za letala; Sklopke za prenos moči za letala; Motorji na raketni pogon; Električni redukcijski motorji; Pogonske naprave za

stroje; Motorji za zrakoplove; Motorji za čolne; Motorji za čolne; Pogonske naprave za stroje; Motorji na enosmerni električni tok; Motorji na izmenični tok; Električni pogonski motorji za stroje; Elektromotorji za ogrevne inštalacije; Električni pogonski motorji za stroje; Motorji na izmenični tok za reaktivne motorje; Motorji (razen za suhozemska vozila); Motorji za modele vozil, letal in čolnov; Turbo-superpolnilniki za motorje kopenskih vozil; Glave cilindrov za motorje; Motorji za modele vozil; Naprave za preprečevanje onesnaževanja za motorje; Motorji za zrakoplove; Električno polimo orodje; Vsi deli in pribor, ki so vključeni v razred 7, so za vse omenjeno blago.

SL - 9

Generatorji magnetnega polja, razen za medicinsko uporabo; Magnetna vlakna; Magnetna stikala; Diskete; Magnetni trakovi; Magnetni girokomпасы; Elektromagnetne tuljave; Magnetna jedra; Magnetne žice; Sensorji magnetnega pretoka; Električni kablji; Stikala, električna; Električni konektorji; Močnostni releji; Moduli moči; Ojačevalci električnega toka; Adapterji za električno omrežje; Električni nadzorniki elektrike; Napajalne enote [baterije], Enote električne energije; Aparati za regulacijo električne energije; Električni napajalniki (transformatorji); Električni pretvorniki; Razdelilci električne energije; Delilniki električnega toka; Signalni generatorji; Generatorji delcev; Funkcijski generatorji; Digitalni funkcijski generatorji; Računalniki za upravljanje kontrolnih naprav za letala; Elektronski pretvorniki frekvenc za visokohitrostne elektromotorje; Sensorji, ki se uporabljajo pri upravljanju motorjev; Deli in pribor za vse omenjeno blago.

SL - 37

Montaža, popravilo in vzdrževanje električnih generatorjev; Instalacija, vzdrževanje in popravila motorjev; Svetovalne storitve v zvezi z omenjenim.

SL - 39

Oskrba in distribucija električne energije.

SL - 40

Proizvodnja električne energije; Proizvodnja elektrike; Proizvodnja elektrike; Proizvodnja energije; Proizvodnja plina; Proizvodnja elektrike iz sončne energije; Najem generatorjev električne energije.

SL - 42

Inženirske storitve; Inženirske storitve; Inženirske storitve; Inženirsko oblikovanje; Inženirsko oblikovanje; Inženirske storitve v zvezi z računalniki; Inženirske storitve v zvezi z računalniško programsko opremo; Inženirsko testiranje; Strojni inženiring; Tehnični inženiring; Storitve inženirskega svetovanja; Inženirsko risanje; Inženirske raziskave; Tehnične meritve; Študije tehnične izvedljivosti; Storitve za električno inženirstvo; Svetovanje s področja gradbenega inženiringa; Storitve jedrskega inženiringa; Inženirske in računalniško podprte inženirske storitve; Priprava tehničnih risb; Inženirske storitve v zvezi z robotiko; Oblikovanje letal; Inženirske storitve za oblikovanje strojev; Inženirske storitve za oblikovanje struktur; Nudenje informacij v zvezi z industrijskim inženiringom.

FI - 7

Generaattorit; Moottorit sähköntuotantoon; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähköstaattiset generaattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattoriasemat; Sähkögeneraattoriryhmät; Sähkögeneraattorit; Laitteistot sähköntuottamiseen [generaattorit]; Suurjännitegeneraattorit; Vaihtovirtageneraattorit; Varageneraattorit; Sähkögeneraattorit, diesel; Sähkögeneraattorilaitteistot; Siirrettävät sähkögeneraattorit; Tasavirtageneraattorien harjat [koneenosat]; Sähkögeneraattorit hätätalanteisiin; Aurinkokennoja käyttävät sähkögeneraattorit; Magneettiset kuljettimet; Voimansiirtolaitteet lentokoneisiin; Voimansiirtolaitteet lentokoneisiin; Voimansiirtokytkimet ilma-aluksia varten; Rakettimootorit; Sähkökäyttöi-



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set vaihdemootorit; Käyttökoneet; Lentokonemootorit; Mootorit veneisiin ja laivoihin; Mootorit veneisiin ja laivoihin; Käyttökoneet; Tasavirtamootorit; Vaihtovirtamootorit; Koneiden sähkömootorit; Sähkämootorit lämmityslaitteistoja varten; Koneiden sähkömootorit; Vaihtovirtamootorit suihkumootoreihin; Mootorit (paitsi maa-ajoneuvoihin); Mootorit pienoismalli ajoneuvoille, lentokoneet ja veneet; Turboahvit maa-ajoneuvojen moottoreihin; Sylinterinkannet moottoreihin; Ajoneuvojen pienoismallien mootorit; Saastumisenestolaitteet moottoreihin; Lentokonemootorit; Sähkökäyttöiset vaimentimet; Kaikkien edellä mainittujen tavaroiden kaikki osat ja tarvikkeet luokassa 7.

**FI** - 9

Magneettikenttägeneraattorit, muuhun kuin lääketieteelliseen käyttöön; Magneettiset hehkulangat; Magneettikytkimet; Levykkeet [tietovälineinä]; Magneettinauhut; Magneettiset hyrräkompassit; Käämit, sähkömagneettiset; Magneettisydämet; Magneettilangat; Magneettivuoturit; Johtimet (Sähkö -); Katkaisijat (Sähkö -); Teholiittimet; Tehoreleet; Tehomodulit; Tehovahvistimet; Verkkomuuntajat; Sähkövirran ohjaimet; Tehoyksiköt [akut], Sähkövirtayksiköt; Sähkötehonsäätölaitteet; Akut [muuntimet]; Konvertterit (Sähkö -); Voimavirranjakajat [sähkö]; Tehonjoittimet [sähköiset]; Signaaligeneraattorit; Hiukkasgeneraattorit; Funktiogeneraattorit; Digitaalitoimiset generaattorit; Tietokoneet lentokoneiden ohjauslaitteiden hallintaan; Suompeussähkömoottoreita varten tarkoitettua elektronista taajuusmuuntimia; Anturit koneiden ohjaamiseen; Kaikkien edellä mainittujen tavaroiden tarvikkeet ja osat.

**FI** - 37

Sähkögeneraattorien asennus, korjaus ja huolto; Mootorien asennus, huolto ja korjaus; Edellä mainittuun liittyvät neuvontapalvelut.

**FI** - 39

Sähköntuotto- ja jakelu.

**FI** - 40

Energiantuotanto; Sähköntuotanto; Sähköntuotanto; Energiantuotanto; Kaasuntuotanto; Sähköntuotanto aurinkoenergiasta; Sähkögeneraattorien vuokraus.

**FI** - 42

Insinööripalvelut; Insinööripalvelut; Insinööripalvelut; Insinöörisuunnittelu; Insinöörisuunnittelu; Tietotekniset suunnittelupalvelut; Ohjelmistoihin liittyvä tekninen suunnittelu; Tekninen testaus; Konetekniikka; Tekninen suunnittelu; Tekniset konsultointipalvelut; Tekninen piirustus; Teknillinen tutkimus; Tekniset asiantuntijapalvelut; Teknisen suunnittelun toteutettavuustutkimukset; Sähköinsinööripalvelut; Tie- ja vesirakentamiseen liittyvä konsultointi; Ydintekniset suunnittelupalvelut; Tekniset suunnittelupalvelut ja tietokoneavusteisen teknisen suunnittelun palvelut; Teknisten piirustusten laadinta; Robottiikkaan liittyvät tekniset palvelut; Lentokoneiden suunnittelu; Tekniset suunnittelupalvelut koneiden suunnittelua varten; Tekniset suunnittelupalvelut rakenteiden suunnittelua varten; Tuotantotekniikkaan liittyvän tiedon tarjoaminen.

**SV** - 7

Generatorer; Motorer för alstring av elektricitet; Generatorer för elproduktion; Generatorer för elproduktion; Generatorer för elproduktion; Generatorer för elproduktion; Generatorer för elproduktion; Generatorer för elproduktion; Stationer för alstring av elektricitet; Elektriska generatorgrupper; Generatorer för elproduktion; Anläggningar för strömalstring [generatorer]; Högsäpninggeneratorer; Växelströmsgeneratorer; Reservströmsgeneratorer; Diesel-elektriska generatorer; Elgeneratorsatser; Mobila eldrivna generatorer mobila elektriska generatorer; Likström generatorborstar [maskindelar]; Eldrivna generatorer för reservdrift; Elektriska generatorer som använder solceller; Magnetiska transportörer; Kraftöverföringsenhe-

ter för flygplan; Kraftöverföringsenheter för flygplan; Kraftöverföringskopplingar för flygplan; Drivmotorer till raketer; Elektriska växelmotorer; Drivanordningar för maskiner; Flygplansmotorer; Elmotorer för båtar; Elmotorer för båtar; Drivanordningar för maskiner; Likströmsmotorer; Växelströmsmotorer; Elektriska motorer till maskiner; Elektriska motorer för uppvärmningsinrättningar; Elektriska motorer till maskiner; Växelströmsmotorer för jetmotorer; Motorer (dock ej för fordon); Motorer och motorer för modellfordon, flygplan och båtar; Turboladdare till fordonsmotorer; Topplöck för motorer; Motorer för modellfordon; Avgasrenare för motorer; Flygplansmotorer; Motordrivna polermaskiner; Alla delar och komponenter, ingående i klass 7, till samtliga tidigare nämnda varor.

**SV** - 9

Magnetfältsgeneratorer, ej för medicinska ändamål; Magnetiska trådar; Magnetiska omkopplare; Disketter; Magnetband; Magnetiska gyrokompasser; Elektromagnetiska spolar; Magnetkärnor; Magnettråd; Magnetflödessensorer; Elektriska kablar; Elektriska strömbrytare; Starkströmskontakter; Effektreläer; Kraftmoduler; Effektförstärkare; Adaptorer för elektriska kontakter; Styrdon för elektrisk effekt; Kraftenheter [batterier], Elkraftsenheter; Strömreglerapparater; Nätdelar [transformatorer]; Elektriska omvandlare; Strömfördelare [elektriska]; Strömdivisorer [elektriska]; Signalgeneratorer; Partikelgeneratorer; Funktionsgeneratorer; Digitala funktionella generatorer; Datorer för hantering av kontrollanordningar för flygplan; Elektroniska frekvensomvandlare för elektriska höghastighetsmotorer; Sensorer för användning i styrning av maskiner; Delar och komponenter till alla nämnda varor.

**SV** - 37

Installation, reparation och underhåll av elgeneratorer; Installation, underhåll och reparation av motorer; Rådgivning avseende det nämnda.

**SV** - 39

Tillhandahållande och distribution av elektricitet.

**SV** - 40

Alstring av energi; Elgenerering; Elgenerering; Produktion av energi; Alstrande av gas; Alstring av elektricitet från solenergi; Uthyrning av elgeneratorer.

**SV** - 42

Ingenjörstjänster; Ingenjörstjänster; Ingenjörstjänster; Design-tjänster utförda av ingenjörer; Design-tjänster utförda av ingenjörer; Ingenjörstjänster avseende datorer; Programvaruutveckling; Ingenjörsprovningar; Maskiningenjörstjänster; Teknisk ingenjörssverksamhet; Maskinteknisk konsultation; Maskinritning; Ingenjörsteknisk forskning; Tekniska expertutlåtanden (besiktningstjänster); Lämplighetsundersökningar utförda av ingenjörer; Elektroingenjörstjänster; Väg- och vattenbyggnadskonsultationer (ingenjörstjänster); Ingenjörstjänster avseende nukleär; Ingenjörssverksamhet och datorstödd ingenjörssverksamhet; Framtagning av tekniska ritningar; Ingenjörstjänster avseende robotar; Utformning av flygplan; Ingenjörstjänster för utformning/design av maskiner; Ingenjörstjänster för utformning/design av konstruktioner; Upplåtande av information avseende industriteknik.

No 013787346

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Another problem; people inform others that I have no rights to use the term Professor; Let me correct you. In my childhood days professors work within a university and if elected to hold the chair for one year; then he/her was a professor. As I became an adult; professors were beginning to work in industry on research. They taught and solved problems for the R&D department; which they still do today. **I teach new technology under development in industry.** That makes me a professor; as this work is beyond accepted level of knowledge of today; it deals with the future; not the present.



Searl says that this is the future which is meant to be

**This document has been released to the public by the authority of:**



Author: Prof. John Roy Robert Searl – ISBN 1 898827  
Rank: Secretary General to Searl Global Technologies  
Tasks: Lecturer – Consultant engineer – inventor: S.E.G.  
– I.G.V: Author of the Law of the squares. Pilot.  
Trained as a pilot: at Black Bushe airfield: on both tail wheel and nose wheel types of aircraft.  
Trained as electrical engineer at BR and Midlands Electricity sub HQ  
Train in mental health care at Shenley and Kirkbuton.  
Trained in care: of bedridden patients at Frome.  
Hobby: making movies upon this technology and most other subjects. Modelling: products of science and technology.  
Dislikes: Gambling: cruelty to animals and adults including children; films of fighting and killing. Because Searl: is just a human being.

Together we can change the world for all humankind regardless plus the animals we depend on for food. Clean air, clean water, better food, better homes is within our means today. All it takes; is each one do some small part of the whole and the change will appear as a benefit to all humankind, and this planet will recovery, Searl agree that it will be slow but sure.





**OHIM – OFFICE FOR HARMONIZATION IN THE  
INTERNAL MARKET  
TRADE MARKS AND DESIGNS**

**CERTIFICATE OF REGISTRATION**

This Certificate of Registration is hereby issued for the  
Community Trade Mark identified below. The  
corresponding entries have been recorded in the  
Register of Community Trade Marks.

**OHMI – OFFICE DE L'HARMONISATION DANS LE  
MARCHÉ INTÉRIEUR  
MARQUES, DESSINS ET MODÈLES**

**CERTIFICAT D'ENREGISTREMENT**

Le présent Certificat d'Enregistrement est délivré pour  
la marque communautaire identifiée ci-joint. Les  
mentions et les renseignements qui s'y rapportent ont  
été inscrits au Registre des Marques Communautaires.

Registered / Enregistré 05/08/2015

No 013787461

SEARLE

The President / Le Président

Antonio Campinos









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OHMI – OFFICE DE L'HARMONISATION DANS LE MARCHÉ INTÉRIEUR  
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Dispositivos impulsores para máquinas; Motores de corriente continua; Motores de corriente alterna; Motores eléctricos de accionamiento para máquinas; Motores eléctricos para instalaciones de calefacción; Motores eléctricos de accionamiento para máquinas; Motores de corriente alterna para motores de chorro; Motores (excepto motores para vehículos terrestres); Motores para maquetas de vehículos, aeronaves y barcos; Turbosupercargadores para motores de vehículos terrestres; Culatas de cilindros de motor; Motores para maquetas de vehículos; Dispositivos anticontaminación para motores; Motores de aeronáutica; Muelas abrasivas eléctricas; Todos son partes y piezas comprendidas en la clase 7 de todos los productos mencionados.

**ES - 9**

Generadores de campo magnético, excepto para uso médico; Filamentos magnéticos; Interruptores magnéticos; Disquetes; Cintas magnéticas; Giroscopios magnéticos; Bobinas electromagnéticas; Núcleos magnéticos; Hilos magnéticos; Sensores de flujo magnéticos; Cables eléctricos; Interruptores eléctricos; Conectores de alimentación [eléctricos]; Relés de potencia; Módulos de energía; Amplificadores de potencia; Adaptadores eléctricos de corriente; Aparatos de control de energía eléctrica; Unidades de energía [pilas], Unidades de energía eléctrica; Aparatos reguladores de potencia eléctrica; Grupos de alimentación [transformadores]; Convertidores eléctricos; Distribuidores eléctricos de corriente; Divisores de potencia [eléctricos]; Generadores (de señales); Generadores de partículas; Generadores de funciones; Generadores funcionales digitales; Ordenadores para gestionar dispositivos de control para aeronaves; Convertidores de frecuencia electrónicos para electromotores de alta velocidad; Sensores para su uso en el control de motores; Partes y piezas de todos los productos mencionados.

**ES - 37**

Instalación, reparación y mantenimiento de generadores de electricidad; Instalación, mantenimiento y reparación de motores; Servicios de asesoría en relación con lo anterior.

**ES - 39**

Distribución y suministro de electricidad.

**ES - 40**

Generación de energía eléctrica; Generación de electricidad; Generación de electricidad; Producción de energía; Generación de gas; Generación de electricidad a partir de energía solar; Alquiler de generadores de electricidad.

**ES - 42**

Servicios de ingeniería; Servicios de ingeniería; Servicios de ingeniería; Diseño técnico; Diseño técnico; Servicios de ingeniería informática; Ingeniería de programas informáticos; Ensayos de ingeniería; Ingeniería mecánica; Ingeniería técnica; Servicios de consultoría de ingeniería; Dibujo técnico; Investigación de ingeniería; Peritajes técnicos; Estudios de viabilidad técnica; Servicios de ingeniería eléctrica; Consultoría en materia de ingeniería civil; Servicios de ingeniería nuclear; Servicios de ingeniería y de ingeniería asistida por ordenador; Preparación de dibujo de ingeniería; Servicios de ingeniería relacionados con la robótica; Diseño de aeronaves; Servicios de ingeniería para el diseño de maquinaria; Servicios de ingeniería para el diseño de estructuras; Facilitación de información sobre ingeniería industrial.

**CS - 7**

Generátory; Motory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Elektrostatické generátory; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Generátory na výrobu elektřiny; Skupiny elektrických generátorů; Generátory na výrobu elektřiny; Energetická zařízení (generátory);

Generátory vysokého napětí; Alternátory; Nouzové generátory elektřiny; Diesellové elektrické generátory; Soupravy generátorů elektrické energie; Mobilní generátory elektrické energie, mobilní generátory elektrické energie; Kartáče generátoru stejnosměrného proudu (části strojů); Elektrické generátory pro nouzové použití; Elektrické generátory využívající solární články; Magnetické dopravníky; Převodová ústrojí pro letadla; Převodová ústrojí pro letadla; Převodové spoje pro letadla; Raketové hnací motory; Elektrické převodové motory; Hnací zařízení pro stroje; Letecké motory; Lodní motory; Lodní motory; Hnací zařízení pro stroje; Motory na stejnosměrný proud; Motory na střídavý proud; Elektrické hnací motory pro stroje; Elektromotory pro instalace systémů vytápění; Elektrické hnací motory pro stroje; Motory na střídavý proud do tryskových motorů; Motory (s výjimkou motorů pro pozemní vozidla); Stroje a motory pro modely vozidel, leteckých dopravních prostředků a lodí; Turbodompychadla pro motory pozemních vozidel; Hlavy válců pro motory; Motory pro modely vozidel; Zařízení do motorů a strojů zabraňující znečišťování vzduchu; Letecké motory; Elektrické tlumiče; Všechny části a součásti zařazené do třídy 7 pro všechny výše uvedené výrobky.

**CS - 9**

Generátory magnetického pole (k jinému než lékařskému použití); Magnetická vlákna; Magnetické spínače; Pružné disky, diskety; Magnetické pásky; Magnetické gyrokompas; Elektromagnetické cívky; Magnetická jádra; Magnetické dráty; Senzory magnetického proudění; Elektrické kabely; Elektrické vypínače; Elektrické konektory; Silová relé; Energetické moduly; Zesilovače výkonu; Adaptéry elektrické energie; Přístroje na kontrolu elektrické energie; Elektrické zdroje (baterie), Jednotky elektrické energie; Přístroje na regulaci elektřiny; Napájecí zdroje (transformátory); Měníče elektrické; Rozvaděče elektrické energie; Rozdělovače elektrické energie; Signální generátory; Generátory částic; Generátory funkcí; Digitální funkční generátory; Počítače na správu kontrolních zařízení letadel; Elektronické měniče frekvence pro vysokorychlostní elektromotory; Senzory k použití při kontrole strojů; Zařízení a vybavení všeho výše uvedeného zboží.

**CS - 37**

Instalace, opravy a údržba generátorů elektřiny; Instalace, údržba a opravy motorů; Poradenské služby vztahující se k výše uvedenému.

**CS - 39**

Dodávka a distribuce elektrické energie.

**CS - 40**

Výroba elektrické energie; Výroba (generování) elektřiny; Výroba (generování) elektřiny; Výroba energie; Výroba plynu; Výroba elektřiny ze sluneční energie; Pronájem elektrických generátorů.

**CS - 42**

Inženýrské služby; Inženýrské služby; Inženýrské služby; Technický design; Technický design; Inženýrské služby v oblasti počítačů; Softwarové inženýrství; Inženýrské testování; Strojní inženýrství; Technické inženýrství; Služby v oblasti technických konzultací; Technické kreslení; Technický průzkum; Inženýrský průzkum; Studie technické proveditelnosti; Elektrotechnické služby; Poradenství v oboru stavebnictví; Služby jaderného inženýrství; Inženýrské práce a služby počítačem podporovaných inženýrských prací; Příprava technických výkresů; Inženýrské služby vztahující se k robotice; Letecký design; Inženýrské služby týkající se navrhování strojů; Inženýrské služby týkající se návrhu konstrukcí; Poskytování informací týkajících se průmyslového inženýrství.

**DA - 7**

Generatorer; Maskiner til generation af elektricitet; Generatorer til elektricitet; Generatorer til elektricitet; Generatorer til elektricitet; Generatorer til elektricitet; Elektrostatisk generatorer;

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DA - 9

DA - 37

DA - 39

DA - 40

DA - 42

DE - 7

DE - 9

DF - 37

DF - 39

DE - 40

DF = 42

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auf Nukleartechnik; Ingenieurtechnische und computergestützte ingenieurtechnische Dienstleistungen; Ausfertigung technischer Zeichnungen; Ingenieurdienstleistungen bezüglich der Robotertechnik; Gestaltung von Luftfahrzeugen; Ingenieurdienstleistungen für den Entwurf von Maschinen; Ingenieurdienstleistungen für den Entwurf von Konstruktionen; Erteilung von Auskünften über Industrietechnik.

## ET - 7

Generaatorid; Mootorid elektri genereerimiseks; Elektrigeneraatorid; Elektrigeneraatorid; Elektrigeneraatorid; Elektrostaatilised generaatorid; Elektrigeneraatorid; Elektrigeneraatorid; Elektrigeneraatorid; Elektri jaamad; Elektrigeneraatorite rühmad; Elektrigeneraatorid; Jõuseadmed [generaatorid]; Kõrgepinge generaatorid; Vahelduvvoolugeneraatorid; Varujõugeneraatorid; Diiselelektrigeneraatorid; Elektrigeneraatori voolukomplektid; Teisaldatavad elektrijõugeneraatorid, teisaldatavad elektrijõugeneraatorid; Alalisvoolugeneraatorite harjad [masinaosad]; Elektrigeneraatori avariilukordade jaoks; Päikeseelemente kasutavad elektrigeneraatorid; Magnetkonverleid; Õhusõiduki jõuallekanded; Õhusõiduki jõuallekanded; Õhusõidukite jõuallekanded; Rakettmootorid; Elektrilised ajamimootorid; Masinate ajamised; Lennumasinate, lennuaparate mootorid; Paadimootorid; Padimootorid; Masinate ajamised; Alalisvoolumootorid; Vahelduvvoolumootorid; Masinate elektrilised veomootorid; Kütteseadmestike mootorid; Masinate elektrilised veomootorid; Reaktiivmootorite vahelduvvoolumootorid; Mootorid ja jõuseadmed (v.a maismaasõidukitele); Mudelsõidukite, õhusõidukite, lennukite, paatide ja laevade mootorid; Maismaasõidukite mootorite turboülelaadurid; Silindripaad (Mootorite); Mudelsõidukite mootorid; Heitgaaside puhastusseadised mootoritele; Lennumasinate, lennuaparate mootorid; Mehaanilised pulvruid; Kõigi eelnimetatud toodete osad ja tarvikud, mis kuuluvad klassi 7.

## ET - 9

Mittemeditsiiniilised magnetväljageneraatorid; Magnetkiud; Magnetlülitiid; Disketid, flpidid; Magnetlindid; Magnetilised gürkompasid; Elektromagnetilised poolid; Magnetsüdamikud; Magnetjuhtmed; Magnetvooluandurid; Elektriakaablid; Lülitiid (Elektri -), elektrilülitiid; Elektropistikud, pistikuuhendused; Võimsusreleed; Toitemoosulid; Võimendajad; Elektriadapterid; Elektrilise toite kontrolleriid; Toiteplokid [patareid], Elektrilise toiteallikad; Elektrienergia reguleerimisseadmed; Toiteallikad [trafoid]; Muundurid (Voolu-), voolumuundurid; Elektrienergia jaotusseadmed; Toitejaoturid [elektrilised]; Generaatoriid (signaali-); Osakeste generaatoriid; Funktsioonigenaatoriid; Digitaalsed funktsioonigenaatoriid; Arvutiid ühuseõiduki juhtimisseadmete haldamiseks; Kiirelektrimoosoriite elektrooniilised sagedusmuundurid; Moosoriite juhtimise andurid; Osad ja tarvikud kõigile eelmainitud tootele.

## ET - 37

Elektrigeneraatorite paigaldamine, parandamine ja hooldamine; Mootorite paigaldamine, hooldus ja remont; Nõustamine ja konsulteerimine seoses eelmainitud teenustega.

## ET - 39

Elektrienergiaga varustamine ja selle jaotamine.

## ET - 40

Elektrienergia tootmine; Elektri tootmine; Elektri tootmine;  
Energia tootmine; Gaasi genereerimine; Elektrienergia tootmine  
päikeseenergiast; Elektrigeneraatorite rentimine.

## ET - 42

Inseneriteenused; Inseneriteenused; Inseneriteenused; Tehniline projekteerimine; Tehniline projekteerimine; Arvutiseneriteenused; Tarkvara kavandamine, projekteerimine; Inseneritehniline testimine; Masinaehitus; Inseneritehnilised teenused; Tehnilised konsultatsiooni teenused; Tehniline joonestamine; Tehnilised uuringud, inseneriteaduse alased uurimistööd;

Tehniline ekspertiis; Tehnilise teostatavuse uuringud; Elektriinseneri teenused; Tsiviilehituse alased konsultatsioonid; Tuumatehnika teenused; Inseneri- ja arvutipõhised tehnilised teenused; Tehniliste jooniste ettevalmistamine; Robotikaalased inseneriteenused; Õhusõidukite projekteerimine; Inseneriteenused masinate projekteerimiseks; Inseneriteenused tarindite projekteerimiseks; Tööstusprojekteerimisalase informatsiooni pakkumine.

## EL - 7

Γεννήτριες: Παραγωγή ηλεκτρισμού· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Ηλεκτροστατικές γεννήτριες· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Γεννήτριες ηλεκτρικού ρεύματος· Σταθμοί ηλεκτροπαραγωγής· Ομάδες ηλεκτροπαραγωγής· Γεννήτριες ηλεκτρικού ρεύματος· Εγκαταστάσεις παραγωγής ισχύος· Γεννήτριες υψηλής τάσης· Εναλλακτήρες· Συστοιχίες εφεδρικών ηλεκτρογεννητριών· Ηλεκτρογεννήτριες πετρελαίου· Σε ισχύος ηλεκτρογεννήτριες· Κινητές γεννήτριες παραγωγής ηλεκτρικού ρεύματος· Ψήκτες γεννήτριας συνεχούς ρεύματος [μέρη μηχανών]· Γεννήτριες ηλεκτρικού ρεύματος για χρήση έκτακτης ανάγκης· Ηλεκτρικές γεννήτριες με χρήση ηλιακών κυττάρων· Μαγνητική μεταφορέας· Συστήματα κίνησης για αεροσκάφη· Συστήματα κίνησης για αεροσκάφη· Συμπλέκτες μετάδοσης ισχύος για αεροσκάφη· Κινητήρες πρόωσης πυραύλου· Ηλεκτρικοί γραναζωτοί κινητήρες· Διατάξεις οδήγησης για μηχανές· Αεροαυτηγική (Κινητήρες -)· Κινητήρες πλοίων· Κινητήρες πλοίων· Διατάξεις οδήγησης για μηχανές· Κινητήρες συνεχούς ρεύματος· Κινητήρες εναλλασσόμενου ρεύματος· Ηλεκτροκινητήρες για μηχανήματα· Ηλεκτροκινητήρες για εγκαταστάσεις θέρμανσης· Ηλεκτροκινητήρες για μηχανήματα· Κινητήρες εναλλασσόμενου ρεύματος για μηχανές αεριώθησης· Κινητήρες (εκτός των κινητήρων χερσαίων οχημάτων)· Μηχανοκινητήρες και κινητήρες για μοντέλα οχημάτων, αεροσκάφη και λέμβους· Στροβίλο-υπερσυμπίεστες για κινητήρες χερσαίων οχημάτων· Κυλινδροεικές κεφαλές για κινητήρες· Κινητήρες για μοντέλα οχημάτων· Αντιτροπαντικό μηχανισμοί για κινητήρες· Αεροαυτηγική (Κινητήρες -)· Ηλεκτροκίνητοι λειαντήρες· Στο σύνολό τους μέρη και εξαρτήματα περιλαμβανόμενα στην κλάση 7 για το σύνολο των προαναφερθέντων ειδών.

EL - 9

Γεννήτριες μαγνητικού πεδίου, όχι για ιατρική χρήση· Μαγνητικά νήματα· Μαγνητικοί διακόπτες· Διοκτές· Μαγνητικές ταϊνές· Μαγνητικές γυροσκοπικές πυξίδες· Ηλεκτρομαγνητικά πηγά· Μαγνητικοί πυρήνες· Καλώδια μαγνητικά· Αισθητήρες μαγνητικής ροής· Καλώδια ηλεκτρικά· Διακόπτες ηλεκτρικοί· Ηλεκτρικοί σύνδεσμοι· Ηλεκτρονόμοι· Ισχύος· Μονάδες ισχύος· Ενισχυτές ισχύος· Μετασχηματιστές ηλεκτρικής ισχύος· Όργανα ελέγχου ηλεκτρικής ισχύος· Μονάδες ισχύος [μπιαρίες], Μονάδες ηλεκτρικής ισχύος· Συσκευές για τη ρύθμιση ισχύος ηλεκτρικού ρεύματος· Συστοιχίες ισχύος (μετασχηματιστές)· Μετατροπείς περιτροφοικοί· Διανομείς ηλεκτρικής ισχύος· Διαιρέτες ισχύος [ηλεκτρικά]· Γεννήτριες σημάτων· Συσκευές παραγωγής σωματιδίων· Γεννήτριες λειτουργίας· Ψηφιακές λειτουργικές γεννήτριες· Ηλεκτρονικοί υπολογιστές για τη διαχείριση διατάξεων ελέγχου αεροσκαφών· Ηλεκτρονικοί μετατροπείς συχνότητας για ηλεκτροκινητήρες υψηλής ταχύτητας· Αισθητήρες για χρήση στον έλεγχο κινητήρων· Εξαρθήματα και μέρη για το σύνολο των προαναφερόμενων ειδών.

## EL - 37

Εγκατάσταση, επισκευή και συντήρηση ηλεκτρογεννητριών· Εγκατάσταση, συντήρηση και επισκευή κινητήρων· Υπηρεσίες παροχής συμβουλών σε σχέση με τα προαναφερθέντα.

EL - 39





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Παροχή και διανομή ηλεκτρικού ρεύματος.

**EL - 40**

Παραγωγή ηλεκτρικής ενέργειας. Παραγωγή ηλεκτρισμού. Παραγωγή ηλεκτρισμού. Παραγωγή ενέργειας. Παραγωγή φυσικού αερίου. Παραγωγή ηλεκτρισμού από την ηλιακή ενέργεια. Εκμίσθωση γεννητριών παραγωγής ηλεκτρικής ισχύος.

**EL - 42**

Μηχανολογικές υπηρεσίες. Μηχανολογικές υπηρεσίες. Μηχανολογικές υπηρεσίες. Μηχανικός σχεδιασμός. Μηχανικός σχεδιασμός. Υπηρεσίες μηχανικού ηλεκτρονικών υπολογιστών. Υπηρεσίες μηχανικού λογισμικού. Μηχανικές δοκιμές. Υπηρεσίες μηχανολόγου μηχανικού. Τεχνική μηχανική. Υπηρεσίες παροχής συμβουλών μηχανικής. Μηχανολογικό σχέδιο. Έρευνα στον τομέα της μηχανικής. Εκθέσεις εμπειρογνομώνων μηχανικών. Μελέτες σκοπιμότητας από μηχανικούς. Υπηρεσίες ηλεκτρολόγου μηχανικού. Παροχή συμβουλών πολιτικού μηχανικού. Υπηρεσίες πυρηνικής μηχανικής. Μηχανική και υπηρεσίες μηχανικής με τη βοήθεια υπολογιστή. Προετοιμασία μηχανικών σχεδίων. Υπηρεσίες μηχανικού σε σχέση με τη ρομποτική. Σχεδιασμός αεροσκαφών. Υπηρεσίες μηχανικής για τον σχεδιασμό μηχανημάτων. Υπηρεσίες μηχανικής για το σχεδιασμό κατασκευών. Παροχή πληροφοριών σχετικά με τη βιομηχανική μηχανική.

**EN - 7**

Generators; engines and motors for the generation of electricity; electric current generators; electric generators; generators of electricity; electric power generators; electrostatic generators; electricity generators; electrical generators; current generators; electrical generator stations; electrical generator groups; electrical generator plant; power installations [generators]; high-voltage generators; alternating current generators; emergency power generators; diesel electric generators; electric generator power sets; mobile electric power generators mobile electrical power generators; direct current generator brushes [parts of machines]; electric power generators for emergency use; electrical generators using solar cells; magnetic conveyors; power transmissions for aircraft; power trains for aircraft; power transmission couplings for aircraft; rocket propulsion engines; geared electric motors; machine motors; motors for airplanes; boat motors; marine motors; motors for machines; direct current motors; alternating current motors; electric motors for machines; electric motors for heating installations; electric driving motors for machines; alternating current motors for jet engines; motors and engines (except for land vehicles); engines and motors for model vehicles, aircraft and boats; turbo-superchargers for land vehicle engines; cylinder heads for engines; engines for model vehicles; filters for engines; aeronautical engines; power driven buffers; all parts and fittings included in class 7 for all the aforesaid goods.

**EN - 9**

Magnetic field generators, other than for medical use; magnetic filaments; magnetic switches; magnetic diskettes; magnetic tapes; magnetic gyrocompasses; magnetic coils; magnetic cores; magnetic wires; magnetic flux sensors; power cables; power switches; power connectors; power relays; power modules; power amplifiers; power adaptors; electric power controllers; power units [batteries], electric power units; power regulating apparatus; power packs [transformers]; electric power converters; power distributors [electrical]; power dividers [electric]; generators (signal-); particle generators; functional generators; digital functional generators; computers for managing control devices for aircraft; electronic frequency converters for high velocity electro motors; sensors for use in the control of engines; all parts and fittings for all the aforesaid goods.

**EN - 37**

Installation, repair and maintenance of electricity generators; installation, repair and maintenance of engines and motors; advisory services relating to all the aforesaid.

**EN - 39**

Power supply and distribution.

**EN - 40**

Generation of power; electricity generation; generation of electricity; generation of energy; generation of gas; generation of electricity from solar energy; hire of electrical generators.

**EN - 42**

Engineering; engineering services; engineering work; engineering design; design engineering; computer engineering; software engineering; engineering testing; mechanical engineering; technical engineering; engineering consultancy; engineering drawing; engineering research; engineering surveying; engineering feasibility studies; electrical engineering services; civil engineering consultancy; nuclear engineering services; engineering and computer-aided engineering services; preparation of engineering drawings; engineering services relating to robotics; aircraft design; engineering services for the design of machinery; engineering services for the design of structures; provision of information relating to industrial engineering.

**FR - 7**

Générateurs; Moteurs de production d'électricité; Générateurs d'électricité; Générateurs d'électricité; Générateurs électrostatiques; Générateurs d'électricité; Générateurs d'électricité; Générateurs d'électricité; Stations de production d'électricité; Groupes générateurs d'énergie électrique; Générateurs d'électricité; Installations électriques [générateurs]; Générateurs de haute tension; Alternateurs; Groupes électrogènes de secours; Générateurs électriques diesel; Groupes électrogènes; Générateurs électriques et générateurs électriques mobiles; Brosses de générateurs de courant continu [parties de machines]; Générateurs électriques de secours; Générateurs électriques utilisant des cellules solaires; Convoyeurs magnétiques; Transmissions de puissance pour aéronaves; Transmissions de puissance pour avions; Accouplements de transmission de puissance pour avions; Moteurs de propulsion à réaction; Moteurs électriques d'entraînement; Dispositifs d'entraînement pour machines; Moteurs pour l'aéronautique; Moteurs de bateaux; Moteurs de bateaux; Dispositifs d'entraînement pour machines; Moteurs à courant continu; Moteurs à courant alternatif; Moteurs électriques pour machines; Moteurs électriques pour installations de chauffage; Moteurs électriques pour machines; Moteurs à courant alternatif pour moteurs à réaction; Moteurs (à l'exception des moteurs pour véhicules terrestres); Moteurs pour modèles réduits de véhicules, d'avions et de bateaux; Turbocompresseurs pour moteurs de véhicules terrestres; Culasses de moteurs; Moteurs pour modèles réduits de véhicules; Dispositifs antipollution pour moteurs; Moteurs pour l'aéronautique; Tampons mus par une source d'énergie; Toutes les pièces et parties constitutives comprises dans la classe 7 pour tous les produits précités.

**FR - 9**

Générateurs de champs magnétiques, autres qu'à usage médical; Filaments magnétiques; Interrupteurs magnétiques; Disquettes; Rubans magnétiques; Compas gyroscopiques magnétiques; Aimants; Noyaux magnétiques; Fils magnétiques; Capteurs de flux magnétiques; Câbles électriques; Interrupteurs; Connecteurs d'alimentation; Relais de puissance; Modules d'alimentation; Amplificateurs de puissance; Adaptateurs électriques; Régulateurs d'énergie électrique; Unités d'alimentation [batteries]; Dispositifs d'alimentation électrique; Appareils de régulation électrique; Blocs





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MARQUES, DESSINS ET MODÈLES

FR - 37

FR - 39

Alimentation et distribution d'électricité.

FR - 40

FR - 42

IT - 7

IT - 9

IT - 37

IT - 39

Erogazione e distribuzione di energia elettrica.

IT - 40

IT - 42

LV - 7

LV - 9





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Magnētiskā lauka ģeneratori, kas nav paredzēti lietošanai medicīnā; Magnētiskais filaments; Magnētiski slēdži; Disketes; Magnētiskās lentes; Magnētiski žirokompasi; Elektromagnētiskās spoles; Magnētiski vadi; Magnētiskie vadi; Magnētiskās plūsmas sensori; Elektrības vadi; Elektriskie slēdži; Elektriski savienotājelementi; Jaudas releji; Barošanas bloki; Strāvas pastiprinātāji; Strāvas adapteri; Strāvas kontroles aparāti; Energobloki [akumulatori]; Elektriskie energobloki; Strāvas regulēšanas aparāti; Barošanas bloki (transformatori); Strāvas pārveidotāji; Elektroenerģijas sadalītāji; Strāvas sadalītāji (elektriski); Signāla ģeneratori; Daļiņu ģeneratori; Funkciju ģeneratori; Ciparu funkcionāli ģeneratori; Datori lidaparātu vadības ierīču pārvaldīšanai; Elektronisks frekvences pārveidotājs liela ātruma elektromotoriem; Sensori motoru kontrolei; Piederumi un daļas visām iepriekš minētajām precēm.

LV - 37

Elektroģeneratoru uzstādīšana, remonts un uzturēšana; Motoru uzstādīšana, apkošana un remonts; Padomdevēju un konsultāciju pakalpojumi saistībā ar iepriekšminētajiem pakalpojumiem.

LV - 39

Elektroenerģijas piegāde un sadale.

LV - 40

Enerģijas ražošana; Elektrības ražošana; Elektrības ražošana; Enerģijas ražošana; Gāzes ģenerēšana; Elektrības ražošana no saules enerģijas; Elektrības ģeneratoru noma.

LV - 42

Inženiertehniskie pakalpojumi; Inženiertehniskie pakalpojumi; Inženiertehniskie pakalpojumi; Inženierprojektēšana; Inženierprojektēšana; Inženierijas pakalpojumi saistībā ar datoriem; Programminženierija; Inženierijas testēšana; Pakalpojumi mašīnbūves jomā; Tehniskās inženierijas pakalpojumi; Inženierpakalpojumu konsultācijas; Tehniskā rasēšana; Pētniecība inženierzinātnēs; Tehniskā ekspertīze; Inženierijas projektu tehniski ekonomisko pamatojumu sagatavošana; Elektroinženieru pakalpojumi; Civilās būvniecības konsultācijas; Kodolnīnēnijas pakalpojumi; Inženierpakalpojumi un datorizēti inženierpakalpojumi; Inženiertehnisko rasējumu izstrāde; Inženierijas pakalpojumi saistībā ar robottehniku; Lidaparātu projektēšana; Inženiertehniskie pakalpojumi mehānismu projektēšanai; Inženierijas pakalpojumi celtnu projektēšanai; Informācijas nodrošināšana saistībā ar rūpniecisko inženieriju.

LT - 7

Ģeneratori; Elektros ģenerācijas varikļi; Elektros ģeneratori; Elektros ģeneratori; Elektros ģeneratori; Elektrostatiņi ģeneratori; Elektros ģeneratori; Elektros ģeneratori; Elektros ģeneratori; Elektros ģeneratoru stotys; Elektros ģeneratoru grupēs; Elektros ģeneratori; Elektros ierīcinai [ģeneratori]; Aukstos tīmpas ģeneratori; Kintamosos srovēs ģeneratori; Avarinai enerģijas ģeneratori; Dyzelinai elektros ģeneratori; Elektros ģeneratoru srovēs agregāti; Kilnojamiēji elektros enerģijas ģeneratori, kilnojamiēji elektros enerģijas ģeneratori; Nuolatinēs srovēs ģeneratoru šepetēliai [mašīnu daļys]; Avarinai elektros enerģijas ģeneratori; Elektros ģeneratori, naudojantys saulės elementus; Magnetiniai konvejeriai; Orlaivių galios perdavimo pavaros; Orlaivių galios perdavimo sankabos; Raketiniai traukos varikliai; Elektriniai varikliai su reduktoriais; Mašīnu varomēji ierīcinai; Orlaivių varikliai; Laivų varikliai; Laivų varikliai; Mašīnu varomēji ierīcinai; Nuolatinēs srovēs motorai; Varikliai (išskyrus antžeminių transporto priemonių); Transporto priemonių, lėktuvų ir laivų modelių varikliai ir motorai; Sausumos transporto priemonių variklių turbokompresoriai; Variklių cilindru galvutės;

Transporto priemonių modelių varikliai; Motorų ir variklių ierīcinai nuo užteršimo; Orlaivių varikliai; Elektriniai amortizatoriai; Visos daļys ir priedai, priskirti 7 klasei, skirti visoms minētomis prekēm.

LT - 9

Magnetinio lauko ģeneratori [ne medicīnos reikmēm]; Magnetiniai siūleliai; Magnetiniai jungikliai; Diskeliai; Magnetinės juostos; Magnetiniai girokompasai; Elektromagnetinės ritės; Magnetinės šerdys; Magnetinės vielos; Magnetinio srauto jutikliai; Elektros kabeliai; Jungikliai (Elektros -); Elektros jungtukai; Galios relės; Elektros enerģijos moduliai; Galios stiprintuvai; Elektros srovės adapteriai; Elektriniai galios valdikliai; Maitinimo šaltiniai [baterijos], Elektros enerģijos ierīcinai; Enerģijos reguliavimo aparatai; Maitinimo blokai [transformatoriai]; Keitikliai (Elektriniai -); Enerģijos skirstytuvai [elektros]; Enerģijos dalintuvai [elektros]; Ģeneratoriai (signalų -); Dalelių ģeneratoriai; Funkciniai ģeneratoriai; Skaitmeniniai funkciniai ģeneratoriai; Kompiuteriai lėktuvų valdymo prietaisų tvarkymo reikmēm; Elektroniniai greitųjų variklių dažnio keitikliai; Variklių valdymo jutikliai; Visų anksčiau minētų prekių priedai ir daļys.

LT - 37

Elektros ģeneratoru ierīginimas, taisymas ir techninė priežiūra; Varikļu ierīginimas, techninė priežiūra ir taisymas; Patarimų ir konsultavimo paslaugas, susijusios su anksčiau paminētomis paslaugomis.

LT - 39

Elektros tiekimas ir skirstymas.

LT - 40

Elektros gamyba; Elektros ģeneravimas; Elektros ģeneravimas; Enerģijos gamyba; Duju ģeneravimas; Elektros gaminimas iš saulės enerģijos; Elektros ģeneratoru nuoma.

LT - 42

Inžinerijos paslaugas; Inžinerijos paslaugas; Inžinerijos paslaugas; Inžinerinis dizains; Inžinerinis dizains; Inžinerinės paslaugas, susijusios su kompiuteriais; Programų inžinerija; Inžineriniai bandymai; Mechaninė inžinerija; Techninė inžinerija; Inžinerinių konsultacijų paslaugas; Techninių brėžinių rengimas; Tyrimai inžinerijos srityje; Techninė ekspertīze; Techninių galimybių tyrimai; Elektros inžinerijos paslaugas; Civilinės inžinerijos konsultacijos; Branduolinės inžinerijos paslaugas; Inžinerija ir kompiuterinės inžinerijos paslaugas; Inžinerinių brėžinių rengimas; Inžinerijos paslaugas, susijusios su robotika; Orlaivių projektavimas; Inžinerijos paslaugas mechanizmų projektavimo reikmēm; Konstrukcijų projektavimo inžinerinės paslaugas; Informacijos apie pramonės inžineriją teikimas.

HR - 7

Ģeneratori; Motori za proizvodnju električne energije; Ģeneratori električne energije; Ģeneratori električne energije; Ģeneratori električne energije; Elektrostatički ģeneratori; Ģeneratori električne energije; Ģeneratori električne energije; Ģeneratori električne energije; Stanice za proizvodnju električne energije; Skupine električnih generatora; Ģeneratori električne energije; Instalacije za struju [ģeneratori]; Ģeneratori struje visokog napona; Alternatori; Ģeneratori električne energije za u hitne situacije; Dizel električni agregati; Kompleti električnih generatora; Prijenosni ģeneratori električne energije; Četkice za generatoru istosmjerne struje [dijelovi strojeva]; Ģeneratori električne energije za hitne slučajev; Električni ģeneratori koji se koriste solarnim čelijama; Magnetski konvejeri; Prijenosni snage za zrakoplove; Prijenosni snage za zrakoplove; Spojke za prijenos snage za zrakoplove; Raketni motori; Električni motori; Pogoni za strojeve; Aerostatika (motori za aerostatiku); Motori za brodove; Motori za brodove; Pogoni za strojeve; Motori istosmjerne struje; Motori na izmjeničnu struju;

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Električni motori za strojeve; Električni motori za instalacije za grijanje; Električni motori za strojeve; Motori izmjenične struje za mlazne motore; Motori (osim motora za kopnena vozila); Motori za modele vozila, zrakoplova i brodova; Turbo-superpumpjači za motore kopnenih vozila; Glave motora; Motori za makete vozila; Zagadivanje (uređaji protiv zagadivanja) za motore; Aerostatika (motori za aerostatiku); Električne brisalice; Svi dijelovi i oprema za navedene proizvode obuhvaćene razredom 7.

HR - 9

Generatori magnetnog polja [osim za medicinsku upotrebu];  
Magnetna vlakna; Magnetni prekidači; Diskete; Magnetne  
trake; Magnetski žirokompasi; Elektromagnetni svici;  
Magnetska jezgra; Magnetne žice; Senzori magnetnog toka;  
Električni kablovi; Električne sklopke; Konektori za struju;  
Učinski releji; Moduli snage; Pojačalo snage; Strujni adapteri;  
Uređaji za nadzor električne energije; Energetske jedinice  
[baterije], Elektroenergetske jedinice; Uređaji za regulaciju  
električne energije; Mrežni priključni aparati [transformatori];  
Pretvarači, električni [konvertori]; Distributeri električne  
energije; Dijelila snage [električna]; Generatori (signala-);  
Generatori čestica; Funkcionalni generatori; Digitalni  
funkcionalni generatori; Računala za upravljanje kontrolnim  
uređajima zrakoplova; Elektronički frekvencijski pretvarači za  
elektromotore velikih brzina; Senzori za uporabu u upravljanju  
motorima; Dijelovi i pribor za sve prethodno navedene  
proizvode.

HR - 37

Ugradnja, popravak i održavanje električnih generatora;  
Instalacija, održavanje i popravak motora; Savjetovanje  
vezano uz prethodno navedene usluge.

HR - 39

Opskrba električnom energijom i njena distribucija.

HR - 40

Generiranje električne energije; Generiranje električne energije; Generiranje električne energije; Proizvodnja energije; Proizvodnja plina; Proizvodnja električne energije iz solarne energije; Iznajmljivanje električnih generatora.

HR - 42

Inženjerske usluge; Inženjerske usluge; Inženjerske usluge; Inženjerski dizajn; Inženjerski dizajn; Inženjerske usluge u svezi s računalima; Programsko inženjerstvo; Inženjersko testiranje; Strojstvo; Tehnički inženjering; Usluge inženjerskog savjetovanja; Tehničko crtanje; Inženjersko istraživanje; Inženjerske izmjere; Tehničke studije izvedivosti; Usluge električnog inženjeringa; Građevinsko savjetovanje; Usluge nuklearnog inženjerstva; Usluge inženjeringa i računalno potpomognutog inženjeringa; Izrada tehničkih crteža; Inženjerske usluge u svezi s robotikom; Dizajn letjelica; Inženjerske usluge za dizajn strojeva; Inženjerske usluge za dizajn struktura; Pružanje informacija u svezi s industrijskim inženjeringom.

HU - 7

Generátorok; Motorok elektromos áram termeléséhez; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Elektrosztatikus generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Áramfejlesztő generátorok; Generátor állomások; Elektromos generátor csoportok; Áramfejlesztő generátorok; Áramfejlesztő berendezések [generátorok]; Nagyfeszültségű generátorok; Váltakozó áramú generátorok; Vészhelyzeti áramfejlesztő generátorok; Dízel elektromos generátorok; Meghajtások elektromos generátorokhoz; Hordozható áramfejlesztő berendezések; Egyenáramú generátor kéfék [gépalkatrészek]; Áramfejlesztők vészhelyzetekre; Napelemeket használó elektromos generátorok; Mágneses szállítószalagok; Erőátviteli berendezések repülőgépekhez;

Erőátviteli berendezések repülőgépekhez; Erőátviteli kapcsolók repülőgépekhez; Rakétahajtóművek; Elektromos meghajtómotorok; Hajtóeszközök gépekhez; Repülőgépmotorok; Csónakmotorok, hajómotorok; Csónakmotorok, hajómotorok; Hajtóeszközök gépekhez; Egyenáramú motorok; Váltakozó áramú motorok; Villanymotorok gépekhez; Elektromotorok fűtőberendezésekhez; Villanymotorok gépekhez; Váltóáramú motorok sugárhajtóművekhez; Motorok (a szárazföldi járműmotorok kivételével); Hajtóművek és motorok modell járművekhez, légi járművekhez és hajókhoz; Turbófeltöltő szárazföldi járművek motorjaihoz; Hengerfejek motorokba; Motorok járműmodellekhez; Környezetkimélő berendezések motorokhoz; Repülőgépmotorok; Meghajtott csillapítók; A fent említett, a 7. osztályba tartozó alkatrészek és tartozékok.

HU - 9

Mágneses mező generátorok, nem orvosi használatra; Mágneses szálak; Mágneskapcsolók; Hajlékonylemezek, floppy-lemezek; Mágnesszalagok; Mágneses pörgettyűs iránytűk; Elektromágneses tekercsek; Vasmagok; Mágneses huzalok, mágneszuhalok; Mágneses fluxus érzékelők; Elektromos kábelek; Kapcsolók, elektromos; Elektromos csatlakozók [konnektorok]; Teljesítmény relék; Teljesítmény modulok; Teljesítményerősítők; Elektromos hálózati adapterek; Elektromos teljesítményszabályozók; Teljesítményegységek [akkumulátorok], Elektromos hajtóművek, motorok; Áramszabályzó berendezések; Tápegységek [transzformátorok]; Elektromos konverterek; Áramelosztók; Áramosztók [elektromosok]; Jelgenerátorok; Részecske-generátorok; Funkció-generátorok; Digitális funkciógenerátorok; Számítógépek légi járművek vezérlésszerveinek kezeléséhez; Elektronikus frekvenciaátalakítók nagysebességű elektromotorokhoz; Érzékelők motorok vezérléséhez; Alkatrészek és szerelvények az összes fent említett áruhoz.

HU - 37

Áramfejlesztők üzembe helyezése, javítása és karbantartása;  
Motorok telepítése, karbantartása és javítása; A fent említett  
szolgáltatásokkal kapcsolatos tanácsadási és konzultációs  
szolgáltatások.

HU - 39

Villamosenergia szolgáltatás és ellátás.

HU - 40

Áramfejlesztés; Elektromos áram fejlesztése; Elektromos áram fejlesztése; Energiatermelés; Gázok előállítása; Áram előállítás napenergiából; Áramfejlesztő generátorok kölcsönzése.

HU - 42

Mérnöki munkák, szolgáltatások; Mérnöki munkák, szolgáltatások; Mérnöki munkák, szolgáltatások; Mérnöki tervezés; Mérnöki tervezés; Számítógépekkel kapcsolatos mérnöki szolgáltatások; Szoftver mérnökség; Műszaki tesztelés; Gépeszmérnökség; Műszaki mérnöki tevékenység; Mérnöki tanácsadó szolgáltatások; Műszaki rajzolás; Mérnöki kutatás; Műszaki, mérnöki felmérések; Mérnöki megvalósíthatósági tanulmányok; Villamosmérnöki szolgáltatások; Építőmérnöki konzultációs szolgáltatások; Atomtechnikai szolgáltatások; Mérnöki és számítógépes mérnöki szolgáltatások; Műszaki rajzok készítése; Robotikával kapcsolatos mérnöki szolgáltatások; Repülőgépek tervezése; Géptervezéshez kapcsolódó mérnöki szolgáltatások; Szerkezetek tervezésével kapcsolatos műszaki szolgáltatások; Üzemszervezéssel kapcsolatos információnyújtás.

MT - 7

Ġeneraturi; Magni għall-ġenerazzjoni tal-elettriku; Ġeneraturi ta' l-elettriku; Ġeneraturi ta' l-elettriku; Ġeneraturi ta' l-elettriku; Ġeneraturi ta' l-elettriku; Ġeneraturi elettrostatici; Ġeneraturi ta' l-elettriku; Ġeneraturi ta' l-elettriku; Ġeneraturi ta' l-elettriku; Stazzjonijiet ta' ġeneraturi tal-elettriku; Gruppi ta' ġeneraturi





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elettriċi; Ġeneraturi ta' l-elettriku; Installazzjonijiet elettriċi [ġeneraturi]; Ġeneraturi ta' vultaġġ għoli; Alternaturi; Ġeneraturi tal-enerġija ta' emerġenza; Ġeneraturi tal-elettriku li jaħdmu bid-diżil; Settijiet ta' ġeneraturi tal-enerġija elettrika; Ġeneraturi tal-enerġija elettrika li jingarru; Puntijiet ta' kurrent għall-ġeneraturi tal-kurrent dirett [partijiet tal-magni]; Ġeneraturi li jaħdmu bid-dawl għall-użu f'emergenzi; Ġeneraturi elettriċi li jużaw ċelloli solari; Tagħmir għall-ġarr manjetiku; Sistemi ta' ġarr ta' enerġija għall-inġenji tal-ajru; Sistemi ta' ġarr ta' enerġija għall-inġenji tal-ajru; Igganċjar tat-trasmissjoni tal-enerġija għall-inġenji tal-ajru; Magni bil-propulsjoni b'rokit; Magni elettriċi bil-gerijiet; Apparat tat-trasmissjoni għal-magni; Magni tal-ajrunawtika; Magni għal vapuri; Magni għal vapuri; Apparat tat-trasmissjoni għal-magni; Muturi tal-kurrent dirett; Magni tal-kurrenti jalter-naw; Muturi tal-elettriku għall-magni; Muturi elettriċi għall-in-stallazzjonijiet tat-tishin; Muturi tal-elettriku għall-magni; Magni bil-kurrent li jalterna għall-magni tal-ġett; Muturi u magni (minbarra għal vetturi ta' fuq l-art); Magni u muturi għal mudelli tal-vetturi, inġenji tal-ajru u dgħajjes; Turbo-superchargers għal magni ta' vetturi tal-art; Irjus taċ-ċilindri għal magni; Magni għall-mudelli ta' vetturi; Tagħmir għal kontra t-niġġis, għal muturi u magni; Magni tal-ajrunawtika; Regolaturi li jaħdmu bl-elettriku; Il-partijiet u fittings kollha inklużi fil-klassi 7 għall-oġġetti kollha msemmija qabel.

**MT - 9**

Ġeneraturi ta' kampi manjetiki, minbarra għal użu mediku; Filamenti manjetiki; Swiċċijiet manjetiki; Disketti [floppy disks]; Tejps manjetiki; Kumpassi ġiroskopiċi manjetiki; Kolji elettromanjetiki; Kalamita ċentrali; Fili manjetiki; Strumenti sensitivi għall-fluss manjetiku; Linji elettriċi; Swiċċijiet elettriċi; Konnet-turi tal-elettriku; Rilejs tal-qawwa elettrika; Moduli tal-enerġija; Amplifikaturi tad-dawl; Adapters għall-plaġek tal-elettriku; Kontrolluri tal-enerġija elettrika; Unitajiet tal-enerġija (batteriji); Apparat għall-enerġija elettrika; Apparat għar-regolazzjoni tal-elettriku; Tagħmir għall-bdil tal-kurrent (trasformaturi); Tagħmir elettriku għall-bdil ta' sinjali; Distributuri tal-enerġija elettrika; Tagħmir [elettriku] għat-tqassim ta' enerġija; Ġeneraturi (sin-jali); Ġeneraturi tal-partiċelli; Ġeneraturi għat-tħaddim; Ġener-aturi diġitali funzjonali; Kompjuters għall-immanigġjar ta' tagħmir ta' kontroll għall-inġenji tal-ajru; Konvertituri tal-frek-wenza elettroniki għall-muturi elettriċi ta' veloċità għolja; Sensurin għall-użu fil-kontroll tal-muturi; Partijiet u fittings għall-oġġetti kollha msemmija qabel.

**MT - 37**

Installazzjoni, tiswija u manutenzjoni ta' ġeneraturi tal-elettriku; Installazzjoni, manutenzjoni u tiswija ta' muturi; Servizzi ta' pariri u konsulenza relatati mas-servizzi hawn fuq imsemmija.

**MT - 39**

Provvista u distribuzzjoni ta' elettriku.

**MT - 40**

Ġenerazzjoni tal-enerġija; Ġenerazzjoni tal-elettriku; Ġener-azzjoni tal-elettriku; Produzzjoni tal-enerġija; Ġenerazzjoni ta' gass; Ġenerazzjoni ta' elettriku permezz tal-enerġija solari; Kiri ta' ġeneraturi tal-elettriku.

**MT - 42**

Servizzi ta' Inġinerija; Servizzi ta' Inġinerija; Servizzi ta' Inġiner-ija; Disinni ta' inġinerija; Disinni ta' inġinerija; Servizzi ta' in-ġinerija relatati mal-kompjuter; Inġinerija tas-software; Ittestjar ta' inġinerija; Inġinerija mekkanika; Inġinerija teknika; Konsul-tazzjoni dwar l-inġinerija; Tpingija għall-inġinerija; Riċerka dwar l-inġinerija; Spezzjonijiet tal-inġinerija; Studji tal-fattibiltà tal-inġinerija; Servizzi ta' inġinerija elettrika; Konsulenza fil-qasam tal-inġinerija civili; Servizzi ta' inġinerija nukleari; In-ġinerija u servizzi ta' inġinerija bl-għajnuna tal-kompjuter; Thejġija ta' disinni tal-inġinerija; Servizzi ta' inġinerija relatata mar-robotika; Id-disinn ta' inġenji tal-ajru; Servizzi ta' inġinerija

għad-disinn ta' makkinarju; Servizzi ta' inġinerija għad-disinn ta' strutturi; Provvista ta' informazzjoni relatata mal-inġinerija industrijali.

**NL - 7**

Generatoren; Genereren van elektriciteit (Motoren voor het -); Elektricitetsgeneratoren; Elektricitetsgeneratoren; Elektrici-teitsgeneratoren; Elektricitetsgeneratoren; Generatoren (Elektrostatische -); Elektricitetsgeneratoren; Elektricitetsge-neratoren; Elektricitetsgeneratoren; Stroomopwekkingsstati-ons; Generatorgroepen (Elektrische -); Elektricitetsgenerato-ren; Energie; Generatoren (Hoogspannings -); Wisselstroom-dynamo's; Apparatuur voor noodstroomvoorziening; Genera-toren (Elektrische -) voor diesel; Generatoren (Elektrische -); Mobiele elektrische stroomgeneratoren, mobiele elektrische stroomgeneratoren; Borstels voor gelijkstroomgeneratoren [machine-onderdelen]; Elektrische generators voor noodge-vallen; Generatoren (Elektrische -) die gebruik maken van zonnecellen; Transportmachines (Magnetische -); Krachtver-brengingen voor vliegtuigen; Krachtverbrengingen voor vliegtuigen; Koppelingen voor luchtvaartuigen; Aandrijfmotoren voor raketten; Elektrische tandwielmotoren; Aandrijvingen voor machines; Motoren voor de luchtvaart; Machines voor boten; Machines voor boten; Aandrijvingen voor machines; Gelijkstroommotoren; Wisselstroommotoren; Elektrische mo-toren voor machines; Motoren voor verwarmingsinstallaties (Elektrische -); Elektrische motoren voor machines; Wissel-stroommotoren voor straalmotoren; Motoren (uitgezonderd motoren voor landvoertuigen); Motoren en motoren voor mo-delvoertuigen, luchtvaartuigen en boten; Turboaanjagers voor motoren van voertuigen; Cilinderkoppelen voor motoren; Moto-ren voor modelvoertuigen; Inrichtingen tegen vervuiling voor motoren; Motoren voor de luchtvaart; Elektrisch aangedreven polijstmachines; Alle onderdelen en accessoires voor zover begrepen in klasse 7, voor alle voornoemde goederen.

**NL - 9**

Magnetisch-veldgeneratoren, anders dan voor medisch ge-bruik; Magnetische filamenten; Schakelaars (Magnetische -); Diskettes; Magneetband; Gyrokompassen (Magnetische -); Elektromagnetische spoelen; Magnetische kernen; Magneti-sche draden; Sensoren voor magneetstroom; Elektrische draden; Elektrische schakelaars; Stroomconnectoren; Vermo-gensrelais; Voedingen; Vermogensversterkers; Adapters voor elektrische stekkers; Elektrische stroomregelaars; Voedingen [batterijen]; Elektrische voedingseenheden; Controle (Appara-ten voor de -) van het vermogen; Krachtbronnen [transforma-toren]; Stroomomzetters; Stroomverdelers [elektrisch]; Stroomverdelers [elektrische]; Signaalgeneratoren; Deeltjes-generatoren; Functiegeneratoren; Functiegeneratoren (Digi-tale -); Computers voor het beheer van besturingsinrichtingen voor luchtvaartuigen; Elektronische frequentieomzetters voor elektromotoren met hoge snelheid; Sensoren voor gebruik bij het bedienen van motoren; Accessoires en onderdelen voor alle voornoemde goederen.

**NL - 37**

Installatie, reparatie en onderhoud van elektriciteitsgenerato-ren; Installatie, onderhoud en reparatie van motoren; Consul-tatiediensten met betrekking tot het voorgaande.

**NL - 39**

Elektriciteitslevering en -voorziening.

**NL - 40**

Stroomopwekking; Elektriciteitsopwekking; Elektriciteitsopwek-king; Opwekking van energie; Opwekking van gas; Opwekking van elektriciteit uit zonne-energie; Verhuur van elektriciteits-generatoren.

**NL - 42**

Ingenieursdiensten; Ingenieursdiensten; Ingenieursdiensten; Ingenieursontwerpen; Ingenieursontwerpen; Expertises op



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het gebied van informatica; Ingenieursdiensten op het gebied van informatica en programmering; Technische testen; Werktuigbouwkunde; Technische ingenieursdiensten; Diensten op het gebied van consultancy met betrekking tot techniek; Technisch tekenen; Technisch onderzoek; Technische inspecties; Haalbaarheidsstudies (Technische -); Ingenieursdiensten (Elektrotechnische -); Advisering op het gebied van civiele bouwkunde; Nucleaire ingenieursdiensten; Ingenieursdiensten en computerondersteund ontwerpen; Voorbereiding van ingenieurtechnische tekeningen; Robotica (Ingenieursdiensten met betrekking tot -); Ontwerp van luchtvaartuigen; Ontwerp van machines (Ingenieursdiensten voor het -); Ontwerp van structuren (Ingenieursdiensten voor het -); Industriële techniek (Verstrekken van informatie met betrekking tot -).

## PI - 7

Generatory; Silniki do wytwarzania energii elektrycznej; Generatory elektryczności; Generatory elektryczności; Generatory elektryczności; Generatory elektrostatyczne; Generatory elektryczności; Generatory elektryczności; Generatory elektryczności; Stacje generacji prądu; Grupy generatorów elektrycznych; Generatory elektryczności; Instalacje elektryczne [generatory]; Generatory wysokiego napięcia; Alternatory [generatory prądu przemienne]; Awaryjne generatory prądowców; Elektryczne generatory dieslowe; Zestawy generatorów prądu elektrycznego; Przenośne generatory prądu elektrycznego, przenośne generatory prądu elektrycznego; Szczotki do prądnic prądu stałego [części do maszyn]; Generatory elektryczne do stosowania w sytuacjach awaryjnych; Generatory prądu wykorzystujące ogniwa słoneczne; Przenośniki magnetyczne; Pędnie do statków powietrznych; Pędnie do statków powietrznych; Sprzęgła transmisji mocy do statków powietrznych; Silniki rakietowe; Elektryczne motoreduktory; Urządzenia napędowe do maszyn; Silniki lotnicze; Silniki do łodzi; Silniki do łodzi; Urządzenia napędowe do maszyn; Silniki na prąd stały; Silniki prądu zmiennego; Elektryczne silniki napędowe do maszyn; Silniki elektryczne do instalacji grzewczych; Elektryczne silniki napędowe do maszyn; Silniki prądu zmiennego do silników odrzutowych; Silniki (z wyjątkiem stosowanych w pojazdach lądowych); Silniki elektryczne i silniki do modeli pojazdów, statków powietrznych i łodzi; Turbosprężarki do silników pojazdów lądowych; Głowice cylindrów do silników; Silniki do modeli pojazdów; Urządzenia przeciw zanieczyszczeniom do silników; Silniki lotnicze; Polerki elektryczne; Wszystkie części i akcesoria ujęte w klasie 7 do wszystkich wyżej wymienionych towarów.

## PL - 9

Generatory pola magnetycznego, inne niż do celów medycznych; Włókna magnetyczne; Przełączniki magnetyczne; Dyskiety; Taśmy magnetyczne; Żyrokompasy magnetyczne; Cewki elektromagnetyczne; Rdzenie magnetyczne; Druty magnetyczne; Czujniki strumienia magnetycznego; Kable elektryczne; Przełączniki elektryczne; Wtyki przewodów zasilających; Przekazniki mocy; Moduły zasilania; Wzmocniacze mocy; Elektryczne łączniki dopasowujące; Regulatory energii elektrycznej; Jednostki zasilania [baterie]; Jednostki energii elektrycznej; Urządzenia do regulacji energii elektrycznej; Zasilacze sieciowe [transformatory]; Przetworniki elektryczne; Dystrybutory mocy [elektryczne]; Dzielniki mocy [elektryczne]; Generatory sygnałów; Generatory cząsteczek; Generatory funkcji; Cyfrowe generatory funkcji; Komputery do zarządzania urządzeniami sterującymi do samolotów; Elektroniczne konwertery częstotliwości do wysokoprędkościowych silników elektrycznych; Czujniki do użytku przy regulacji silników; Części i osprzet do wszystkich wyżej wymienionych towarów.

## PL - 37

Instalacja, naprawa i konserwacja generatorów energii elektrycznej; Usługi instalacyjne, usługi konserwacyjne i usługi naprawy silników; Usługi doradcze i konsultacyjne dotyczące wyżej wymienionych usług.

PI - 39

**Dostawa i dystrybucja energii elektrycznej.**

## PL - 40

Wytwarzanie energii elektrycznej; Wytwarzanie elektryczności;  
Wytwarzanie elektryczności; Wytwarzanie energii; Generowa-  
nie gazu; Wytwarzanie elektryczności z energii słonecznej;  
Wynajem generatorów prądu elektrycznego.

## PI - 42

Usługi inżynieryjne; Usługi inżynieryjne; Usługi inżynieryjne; Projektowanie techniczne; Projektowanie techniczne; Usługi inżynieryjne w zakresie komputerów; Inżynieria oprogramowania; Testy inżynieryjne; Inżynieria mechaniczna; Inżynieria techniczna; Usługi w zakresie doradztwa technicznego; Rysunek techniczny; Badania inżynieryjne; Pomiar inżynieryjne; Studium wykonalności technicznej; Usługi w zakresie inżynierii elektrycznej; Doradztwo w zakresie inżynierii wodno-lądowej; Usługi w zakresie inżynierii lądowej; Usługi inżynieryjne oraz usługi inżynieryjne wspomagane komputerowo; Przygotowywanie rysunków technicznych; Usługi inżynieryjne w dziedzinie robotyki; Projektowanie statków powietrznych; Usługi inżynieryjne w zakresie projektowania maszyn; Usługi inżynieryjne w zakresie projektowania konstrukcji; Udzielanie informacji dotyczących inżynierii przemysłowej.

## PT - 7

Geradores; Motores para gerar eletricidade; Geradores de eletricidade; Geradores de eletricidade; Geradores de eletricidade; Geradores de eletricidade; Geradores de eletricidade; Geradores electrostáticos; Geradores de eletricidade; Geradores de eletricidade; Geradores de eletricidade; Estações geradoras de energia elétrica; Grupos de geradores elétricos; Geradores de eletricidade Instalações de produção de energia; Geradores de alta tensão; Alternadores; Conjuntos eletrógenos de emergência; Geradores elétricos a diesel; Sets geradores de energia elétrica; Geradores móveis de energia elétrica; Escovas para geradores de corrente contínua [peças de máquinas]; Geradores de energia elétrica para uso em emergências; Geradores elétricos que utilizam células solares; Transportadores magnéticos; Transmissores de potência para aeronaves; Transmissores de potência para aeronaves; Ligações para transmissão de potência para aeronaves; Motores de propulsão de foguetes; Motores de transmissão eléctricos; Dispositivos de acionamento para máquinas; Motores para aeronáutica; Máquinas para barcos; Máquinas para barcos; Dispositivos de acionamento para máquinas; Motores de corrente contínua; Motores de corrente alterna; Motores impulsionadores elétricos para máquinas; Motores elétricos para instalações de aquecimento; Motores impulsinadores elétricos para máquinas; Motores de corrente alterna para motores a jato; Motores (com excepção dos motores para veículos terrestres); Motores para modelos de veículos, aeronaves e barcos; Turbocompressores para motores de veículos terrestres; Culatras de motores; Motores para veículos em miniatura; Dispositivos anti-poliuição para motores; Motores para aeronáutica; Polidores elétricos; E peças e acessórios incluídos na classe 7 para todos os artigos atrás referidos.

## PT - 9

Geradores de campos magnéticos sem ser para uso médico; Filamentos magnéticos; Interruptores magnéticos; Disquetes; Fitas magnéticas; Girocompassos magnéticos; Imanes [ímãs]; Núcleos magnéticos; Fios magnéticos; Sensores magnéticos de fluxo; Cabos elétricos; Interruptores elétricos; Conectores elétricos; Relés de potência; Módulos de alimentação; Amplificadores de potência; Adaptadores de energia





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eléctricos; Controladores de energia eléctrica; Unidades de alimentación eléctrica [baterías], Unidades de energía eléctrica; Aparatos de regulación eléctrica; Conjuntos de alimentación [transformadores]; Conversores eléctricos; Distribuidores de energía eléctrica; Divisores de potencia [eléctricos]; Generadores de señales; Generadores de partículas; Generadores funcionales; Generadores funcionales digitales; Computadores para gestión de dispositivos de control destinados a aeronaves; Conversores de frecuencia electrónicos para motores eléctricos de alta velocidad; Sensores para uso en el control de motores; Piezas e accesorios para los artículos atrás referidos.

**PT - 37**

Instalação, reparação e manutenção de geradores de eletricidade; Instalação, manutenção e reparação de motores; Serviços de assessoria relacionados com os serviços atrás referidos.

**PT - 39**

Abastecimento e distribuição de eletricidade.

**PT - 40**

Produção de energia eléctrica; Produção de eletricidade; Produção de eletricidade; Produção de energia; Produção de gás; Produção de eletricidade a partir de energia solar; Aluguer de geradores de eletricidade.

**PT - 42**

Serviços de engenharia; Serviços de engenharia; Serviços de engenharia; Design de engenharia; Design de engenharia; Serviços de engenharia informática; Engenharia de software; Testes de engenharia; Engenharia mecânica; Engenharia técnica; Serviços de consultoria no domínio da engenharia; Desenho de engenharia; Investigação de engenharia; Inspeções técnicas; Estudos de viabilidade de engenharia; Serviços de engenharia eléctrica; Consultoria em engenharia civil; Serviços de engenharia nuclear; Serviços de engenharia e de engenharia assistida por computador; Preparação de desenhos de engenharia; Serviços de engenharia relacionados com robótica; Design de aeronaves; Serviços de engenharia para a concepção de maquinaria; Serviços de engenharia para o design de estruturas; Prestação de informações relacionadas com engenharia industrial.

**RO - 7**

Generatoare; Motoare pentru generarea de electricitate; Generatoare de electricitate; Generatoare de electricitate; Generatoare de electricitate; Generatoare de electricitate; Generatoare electrostatice; Generatoare de electricitate; Generatoare de electricitate; Generatoare de electricitate; Stații cu generator electric; Grupuri generatoare electrice; Generatoare de electricitate; Instalații generatoare de energie; Generatoare de înaltă tensiune; Alternatoare; Grupuri electrogene de rezervă; Generatoare electrice diesel; Grupuri electrogene; Generatoare mobile de energie electrică, generatoare mobile de energie electrică; Perii de generatoare de curent continuu [pieze pentru mașini]; Generatoare electrice de urgență; Generatoare electrice care folosesc celule solare; Transportoare magnetice; Trenuri de propulsie pentru aeronave; Trenuri de propulsie pentru aeronave; Cuplaje de transmisie de energie pentru aeronave; Motoare pentru propulsia rachetelor; Motoare electrice cu reductoare; Dispozitive de acționare pentru mașini; Aeronautică (Motoare pentru -); Bărți (Motoare pentru -); Bărți (Motoare pentru -); Dispozitive de acționare pentru mașini; Motoare de curent continuu; Motoare de curent alternativ; Motoare de acționare electrice pentru mașini; Motoare electrice pentru instalații de încălzire; Motoare de acționare electrice pentru mașini; Motoare cu curent alternativ pentru motoare cu reacție; Motoare (cu excepția motoarelor pentru vehiculele terestre); Motoare pentru machete de vehicule, aeronave și bărci; Turbine de supraalimentare pentru motoare de vehicule terestre; Chiulase de motor; Motoare pentru modele de vehi-

cule; Antipoluare (dispozitive - pentru motoare); Aeronautică (Motoare pentru -); Tampoane cu acționare mecanică; Toate piesele și garniturile cuprinse în Clasa 7 pentru toate produsele susmenționate.

**RO - 9**

Generatoare de câmp magnetic, altele decât cele pentru uz medical; Filamente magnetice; Comutatoare magnetice; Discuri flexibile; Benzi magnetice; Busole giroscopice magnetice; Magneți; Nuclee magnetice; Fire magnetice; Senzori de flux magnetic; Cabluri electrice; Întrerupătoare; Conectoare de alimentare; Relee de putere; Module de alimentare; Amplificatoare de putere; Adaptoare electrice; Aparat pentru controlul energiei electrice; Surse de alimentare [baterii], Blocuri de alimentare cu energie electrică; Aparat de reglare electrică; Blocuri de alimentare [transformatoare]; Convertizoare electrice; Distribuitor de energie electrică; Divizoare de putere [electrice]; Generatoare (de semnal); Generatoare de particule; Generatoare de funcții; Generatoare de funcții prin sinteză digitală; Calculatoare pentru administrarea dispozitivelor de control ale aeronavelor; Convertitoare de frecvență electronice pentru electromotoare de viteză mare; Senzori folosiți la controlul motoarelor; Piese și accesorii pentru toate produsele menționate anterior.

**RO - 37**

Instalare, reparare și întreținere de generatoare de electricitate; Instalare, întreținere și reparare de motoare; Servicii de consultanță referitoare la cele de mai sus.

**RO - 39**

Furnizare și distribuție de energie electrică.

**RO - 40**

Generare de electricitate; Generare de electricitate; Generare de electricitate; Producerea energiei; Generare de gaz; Generarea electricității din energie solară; Închirieri de generatoare de electricitate.

**RO - 42**

Inginerie; Inginerie; Inginerie; Proiectare tehnică; Proiectare tehnică; Servicii tehnice privind calculatoarele; Inginerie de software informatic; Teste de inginerie; Inginerie mecanică; Inginerie tehnică; Servicii de consultanță tehnică; Desen tehnic; Cercetare în domeniul ingineriei; Expertize tehnice [lucrări de inginerie]; Studii tehnice de fezabilitate; Servicii de inginerie electrică; Consultanță în domeniul ingineriei civile; Servicii tehnice nucleare; Servicii de inginerie și inginerie asistată de calculator; Realizarea de desene de inginerie; Servicii de inginerie în domeniul roboticii; Proiectare de aeronave; Servicii de inginerie pentru proiectarea de utilaje; Servicii de inginerie în materie de proiectare de structuri; Furnizare de informații privind ingineria industrială.

**SK - 7**

Generátory; Motory na výrobu elektriny; Generátory elektriny; Generátory elektriny; Generátory elektriny; Generátory elektriny; Elektrostatické generátory; Generátory elektriny; Generátory elektriny; Generátory elektriny; Elektrické generátorové stanice; Skupiny elektrických generátorů; Generátory elektriny; Elektrické zariadenia [generátory]; Vysokonapäťové generátory; Alternátory; Núdzové generátory elektriny; Dieselové elektrické generátory; Súpravy generátorov elektrickej energie; Mobilné elektrické generátory; Kefy generátora jednosmerného prúdu [časti strojov]; Elektrické generátory využívajúce solárne články; Magnetické dopravníky; Zariadenia na prenos hnacej sily pre lietadlá; Zariadenia na prenos hnacej sily pre lietadlá; Raketové motory; Elektrické prevodové motory; Pohonné zariadenia pre stroje; Letecké motory; Člny (Motory na -); Člny (Motory na -); Pohonné zariadenia pre stroje; Motory na jednosmerný prúd; Motory na striedavý prúd; Elektrické hnacie motory pre stroje; Elektromo-





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tohy pre vykurovacie systémy; Elektrické hnacie motory pre stroje; Motory na striedavý prúd pre prúdové pohonné zariadenia; Motory a hnacie stroje okrem motorov do pozemných vozidiel; Stroje a motory pre modely vozidiel, lietadiel a lodí; Plniace turbodúchadlá pre motory pozemných vozidiel; Hlavy valcov do motorov; Motory automobilových modelov; Katalyzátory do motorov; Letecké motory; Leštičky, nie na ručný pohon; Všetky časti a súčasti zaradené do triedy 7 pre všetky vyššie uvedené výrobky.

**SK - 9**

Generátory magnetického poľa, iné ako na lekárske účely; Magnetické vlákna; Magnetické spínače; Diskety; Magnetické pásky; Magnetické gyrokompassy; Magnety; Magnetické jadrá; Magnetické drôty; Senzory magnetického toku; Elektrické káble; Elektrické vypínače; Sieťové konektory; Výkonové relé; Elektrické moduly; Zosilňovače výkonu; Elektrické napáťové adaptéry; Kontrolné zariadenia elektrickej energie; Elektrické zdroje (batérie), Elektrické napájacie jednotky; Prístroje na reguláciu elektrickej energie; Napájacie zdroje [transformátory]; Elektrické konvertory; Rozvádzače elektrickej energie; Deliče elektrického výkonu; Generátory signálu; Generátory častíc; Generátory funkcií; Digitálne funkčné generátory; Počítače na ovládanie riadiacich zariadení pre lietadlá; Elektronické frekvenčné konvertory pre vysokorychlostné elektromotory; Senzory na ovládanie hnacích motorov; Časti a súčasti pre všetky vyššie uvedené výrobky.

**SK - 37**

Inštalácia, opravy a údržba elektrických generátorov; Inštalácia, údržba a oprava motorov; Poradenské a konzultačné služby vzťahujúce sa ku všetkým, hore uvedeným službám.

**SK - 39**

Dodávka a distribúcia elektrickej energie.

**SK - 40**

Výroba elektriny; Výroba elektrickej energie; Výroba elektrickej energie; Výroba energie; Výroba plynu; Výroba elektriny zo slnečnej energie; Prenájom elektrických generátorov.

**SK - 42**

Inžinierske činnosti; Inžinierske činnosti; Inžinierske činnosti; Technický dizajn; Technický dizajn; Inžinierske služby v oblasti počítačov; Softvérové inžinierstvo; Inžinierske testovanie; Strojné inžinierstvo; Technické inžinierstvo; Inžinierske poradenské služby; Technické kreslenie; Inžiniersky výskum; Inžiniersky prieskum (expertízy); Technické štúdie uskutočniteľnosti; Služby elektrického inžinierstva; Poradenstvo v oblasti stavebného inžinierstva; Služby jadrového inžinierstva; Inžinierske práce a inžinierske služby s pomocou počítača; Príprava technických výkresov; Inžinierske služby v oblasti robotiky; Letecký dizajn; Inžinierske služby v oblasti navrhovania strojov; Inžinierske služby v oblasti navrhovania konštrukcií; Poskytovanie informácií v oblasti priemyselného inžinierstva.

**SL - 7**

Generatori; Motori za proizvodnju električne energije; Električni generatori; Električni generatori; Električni generatori; Električni generatori; Električni generatori; Električne generatorske postaje; Skupine električnih generatorjev; Električni generatori; Električne inštalacije [generatorji]; Visokonapetostni generatorji; Alternatori; Generatorji električne energije v sili; Dizelski električni generatorji; Kompleti električnih generatorjev; Mobilni generatorji električne energije; Krtačke za generatorje enosmernega toka [deli strojev]; Generatorji električne energije za uporabo v nujnih primerih; Električni generatorji, ki uporabljajo sončne celice; Magnetni transportni trakovi; Prenosi moči za letala; Prenosi moči za letala; Sklopke za prenos moči za letala; Motorji na raketni pogon; Električni redukcijski motorji; Pogonske naprave za

stroje; Motorji za zrakoplove; Motorji za čolne; Motorji za čolne; Pogonske naprave za stroje; Motorji na enosmerni električni tok; Motorji na izmenični tok; Električni pogonski motorji za stroje; Elektromotorji za ogrevalne inštalacije; Električni pogonski motorji za stroje; Motorji na izmenični tok za reaktivne motorje; Motorji (razen za suhozemska vozila); Motorji za modele vozil, letal in čolnov; Turbo-superpolnilniki za motorje kopenskih vozil; Glave cilindrov za motorje; Motorji za modele vozil; Naprave za preprečevanje onesnaževanja za motorje; Motorji za zrakoplove; Električno polimo orodje; Vsi deli in pribor, ki so vključeni v razred 7, so za vse omenjeno blago.

**SL - 9**

Generatorji magnetnega polja, razen za medicinsko uporabo; Magnetna vlakna; Magnetna stikala; Diskete; Magnetni trakovi; Magnetni girokompassi; Elektromagnetne tuljave; Magnetna jedra; Magnetne žice; Senzorji magnetnega pretoka; Električni kablji; Stikala, električna; Električni konektori; Močnostni releji; Moduli moči; Ojačevalci električnega toka; Adapterji za električno omrežje; Električni nadzorniki elektrike; Napajalne enote [baterije], Enote električne energije; Aparati za regulacijo električne energije; Električni napajalniki (transformatorji); Električni pretvorniki; Razdelilci električne energije; Delilniki električnega toka; Signalni generatorji; Generatorji delcev; Funkcijski generatorji; Digitalni funkcijski generatorji; Računalniki za upravljanje kontrolnih naprav za letala; Elektronski pretvorniki frekvenc za visokohitostne elektromotorje; Senzorji, ki se uporabljajo pri upravljanju motorjev; Deli in pribor za vse omenjeno blago.

**SL - 37**

Montaža, popravilo in vzdrževanje električnih generatorjev; Instalacija, vzdrževanje in popravila motorjev; Svetovalne storitve v zvezi z omenjenim.

**SL - 39**

Oskrba in distribucija električne energije.

**SL - 40**

Proizvodnja električne energije; Proizvodnja elektrike; Proizvodnja elektrike; Proizvodnja energije; Proizvodnja plina; Proizvodnja elektrike iz sončne energije; Najem generatorjev električne energije.

**SL - 42**

Inženirske storitve; Inženirske storitve; Inženirske storitve; Inženirsko oblikovanje; Inženirsko oblikovanje; Inženirske storitve v zvezi z računalniki; Inženirske storitve v zvezi z računalniško programsko opremo; Inženirsko testiranje; Strojni inženiring; Tehnični inženiring; Storitve inženirskega svetovanja; Inženirsko risanje; Inženirske raziskave; Tehnične meritve; Študije tehnične izvedljivosti; Storitve za električno inženirstvo; Svetovanje s področja gradbenega inženiringa; Storitve jedrskega inženiringa; Inženirske in računalniško podprte inženirske storitve; Priprava tehničnih risb; Inženirske storitve v zvezi z robotiko; Oblikovanje letal; Inženirske storitve za oblikovanje strojev; Inženirske storitve za oblikovanje struktur; Nudenje informacij v zvezi z industrijskim inženiringom.

**FI - 7**

Generaattorit; Moottorit sähköntuotantoon; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähköstaaattiset generaattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattorit; Sähkögeneraattorisemat; Sähkögeneraattoriryhmät; Sähkögeneraattorit; Laiteistot sähköntuottamiseen [generaattorit]; Suurjännitegeneraattorit; Vaihtovirtageneraattorit; Varageneraattorit; Sähkögeneraattorit, diesel; Sähkögeneraattorilaitteistot; Siirrettävät sähkögeneraattorit; Tasavirtageneraattorien harjat [koneenosat]; Sähkögeneraattorit hätätilanteisiin; Aurinkokennoja käyttävät sähkögeneraattorit; Magneettiset kuljettimet; Voimansiirtolaitteet lentokoneisiin; Voimansiirtolaitteet ilma-aluksia varten; Rakettimoottorit; Sähkökäyttö-





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set vaihdemootorit; Käyttökoneet; Lentokonemootorit; Mootorit veneisiin ja laivoihin; Mootorit veneisiin ja laivoihin; Käyttökoneet; Tasavirtamootorit; Vaihtovirtamootorit; Koneiden sähkömootorit; Sähkämootorit lämmityslaitteistoja varten; Koneiden sähkömootorit; Vaihtovirtamootorit suihkumootoreihin; Mootorit (paitsi maa-ajoneuvoihin); Mootorit pienoismalli ajoneuvoille, lentokoneet ja veneet; Turboahtimet maa-ajoneuvojen mootoreihin; Sylinterinkannet mootoreihin; Ajoneuvojen pienoismallien mootorit; Saastumisenestolaitteet mootoreihin; Lentokonemootorit; Sähkökäyttöiset vaimentimet; Kaikkien edellä mainittujen tavaroiden kaikki osat ja tarvikkeet luokassa 7.

**FI - 9**

Magneettikenttägeneraattorit, muuhun kuin lääketieteelliseen käyttöön; Magneettiset hehkulangat; Magneettikytkimet; Levykkeet [tietovälineinä]; Magneettinauhut; Magneettiset hyrräkompassit; Käämit, sähkömagneettiset; Magneettisydämet; Magneettilangat; Magneettivoaanturit; Johtimet (Sähkö -); Katkaisijat (Sähkö -); Teholiittimet; Tehoreleet; Tehomodulit; Tehovahvistimet; Verkkomuuntajat; Sähkövirran ohjaimet; Tehoyksiköt [akut], Sähkövirtayksiköt; Sähkötehonsäätölaitteet; Akut [muuntimet]; Konvertterit (Sähkö -); Voimavirranjakajat [sähkö]; Tehonjoittimet [sähköiset]; Signaaligeneraattorit; Hiukkaskasgeneraattorit; Funktiogeneraattorit; Digitaalitoimiset generaattorit; Tietokoneet lentokoneiden ohjauslaitteiden hallintaan; Suurnopeussähkömootoreita varten tarkoitettut elektroniset taajuusmuuntimet; Anturit koneiden ohjaamiseen; Kaikkien edellä mainittujen tavaroiden tarvikkeet ja osat.

**FI - 37**

Sähkögeneraattorien asennus, korjaus ja huolto; Mootorien asennus, huolto ja korjaus; Edellä mainittuun liittyvät neuvontapalvelut.

**FI - 39**

Sähköntuotto- ja jakelu.

**FI - 40**

Energiantuotanto; Sähköntuotanto; Sähköntuotanto; Energiantuotanto; Kaasuntuotanto; Sähköntuotanto aurinkoenergiasta; Sähkögeneraattorien vuokraus.

**FI - 42**

Insinööripalvelut; Insinööripalvelut; Insinööripalvelut; Insinöörisuunnittelu; Insinöörisuunnittelu; Tietotekniset suunnittelupalvelut; Ohjelmistoihin liittyvä tekninen suunnittelu; Tekninen testaus; Konetekniikka; Tekninen suunnittelu; Tekniset konsultointipalvelut; Tekninen piirustus; Teknillinen tutkimus; Tekniset asiantuntijapalvelut; Teknisen suunnittelun toteutettavuustutkimukset; Sähköinsinööripalvelut; Tie- ja vesirakentamiseen liittyvä konsultointi; Ydintekniset suunnittelupalvelut; Tekniset suunnittelupalvelut ja tietokoneavusteisen teknisen suunnittelun palvelut; Teknisten piirustusten laadinta; Robotiikkaan liittyvät tekniset palvelut; Lentokoneiden suunnittelu; Tekniset suunnittelupalvelut rakenteiden suunnittelua varten; Tekniset suunnittelupalvelut rakenteiden suunnittelua varten; Tuotantotekniikkaan liittyvän tiedon tarjoaminen.

**SV - 7**

Generaattorit; Motorer för alstring av elektricitet; Generatorer för elproduktion; Generatorer för elproduktion; Generatorer för elproduktion; Elektrostatiske generatorer; Generatorer för elproduktion; Generatorer för elproduktion; Generatorer för elproduktion; Stationer för alstring av elektricitet; Elektriska generatorgrupper; Generatorer för elproduktion; Anläggningar för strömalstring [generatorer]; Högsämningsgeneratorer; Växelströmsgeneratorer; Reservströmsgeneratorer; Diesel-elektriska generatorer; Elgeneratorsatser; Mobila eldrivna generatorer mobila elektriska generatorer; Likström generatorborstar [maskindelar]; Eldrivna generatorer för reservdrift; Elektriska generatorer som använder solceller; Magnetiska transportörer; Kraftöverföringsenhe-

ter för flygplan; Kraftöverföringsenheter för flygplan; Kraftöverföringskopplingar för flygplan; Drivmotorer till raketer; Elektriska växelmotorer; Drivanordningar för maskiner; Flygplansmotorer; Elmotorer för båtar; Elmotorer för båtar; Drivanordningar för maskiner; Likströmsmotorer; Växelströmsmotorer; Elektriska motorer till maskiner; Elektriska motorer för uppvärmningsinrättningar; Elektriska motorer till maskiner; Växelströmsmotorer för jetmotorer; Motorer (dock ej för fordon); Motorer och motorer för modellfordon, flygplan och båtar; Turboladdare till fordonsmotorer; Topplack för motorer; Motorer för modellfordon; Avgasrenare för motorer; Flygplansmotorer; Motordrivna polermaskiner; Alla delar och komponenter, ingående i klass 7, till samtliga tidigare nämnda varor.

**SV - 9**

Magnetfältsgeneratorer, ej för medicinska ändamål; Magnetiska trådar; Magnetiska omkopplare; Disketter; Magnetband; Magnetiska gyrokompasser; Elektromagnetiska spolar; Magnetkärnor; Magnettråd; Magnetflödessensorer; Elektriska kablar; Elektriska strömbrytare; Starkströmskontakter; Effektreläer; Kraftmoduler; Effektförstärkare; Adaptar för elektriska kontakter; Styrdon för elektrisk effekt; Kraftenheter [batterier], Elkraftsenheter; Strömreglerapparater; Nätdelar [transformatorer]; Elektriska omvandlare; Strömfördelare [elektriska]; Strömdivisorer [elektriska]; Signalgeneratorer; Partikelgeneratorer; Funktionsgeneratorer; Digitala funktionella generatorer; Datorer för hantering av kontrollanordningar för flygplan; Elektroniska frekvensomvandlare för elektriska höghastighetsmotorer; Sensorer för användning i styrning av maskiner; Delar och komponenter till alla nämnda varor.

**SV - 37**

Installation, reparation och underhåll av elgeneratorer; Installation, underhåll och reparation av motorer; Rådgivning avseende det nämnda.

**SV - 39**

Tillhandahållande och distribution av elektricitet.

**SV - 40**

Alstring av energi; Elgenerering; Elgenerering; Produktion av energi; Alstrande av gas; Alstring av elektricitet från solenergi; Uthyrning av elgeneratorer.

**SV - 42**

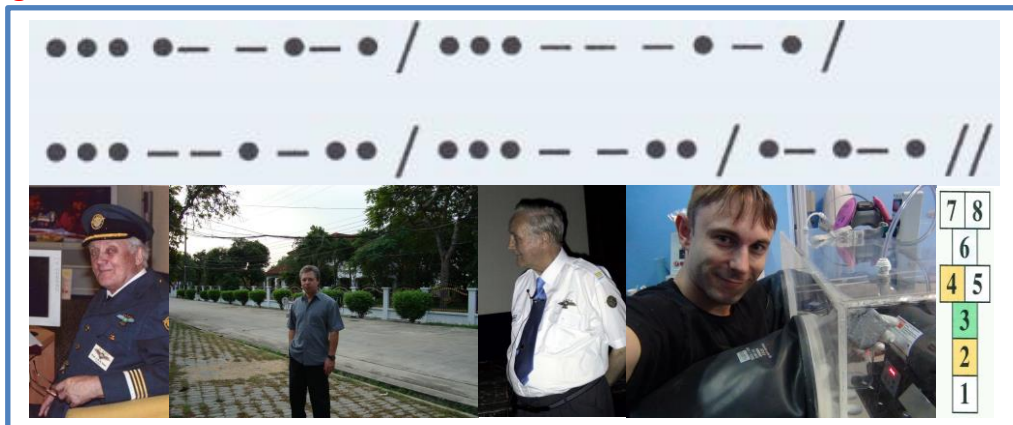
Ingenjörstjänster; Ingenjörstjänster; Ingenjörstjänster; Design-tjänster utförda av ingenjörer; Design-tjänster utförda av ingenjörer; Ingenjörstjänster avseende datorer; Programvaruutveckling; Ingenjörsprovningar; Maskiningenjörstjänster; Teknisk ingenjörssamhet; Maskinteknisk konsultation; Maskinritning; Ingenjörsteknisk forskning; Tekniska expertutlåtanden (besiktningstjänster); Lämplighetsundersökningar utförda av ingenjörer; Elektroingenjörstjänster; Väg- och vattenbyggnadskonsultationer (ingenjörstjänster); Ingenjörstjänster avseende nukleär; Ingenjörssamhet och datorstödd ingenjörssamhet; Framtagning av tekniska ritningar; Ingenjörstjänster avseende robotar; Utformning av flygplan; Ingenjörstjänster för utformning/design av maskiner; Ingenjörstjänster för utformning/design av konstruktioner; Upplåtande av information avseende industriteknik.



Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

Answers to questions on pages from 41:

- Q31 Electrons:  
 Q32 Ion:  
 Q33 Valence:  
 Q34 Valence:  
 Q35 Number:  
 Q36 Conductors:  
 Q37 Conductors:  
 Q38 Insulators:  
 Q39 Positive:  
 Q40 Positive:  
 Q41 Negative/positive:  
 Q42 2 SQUARE PROMISED TO GIVE ANSWER IN THIS VOLUME – HERE IT IS:



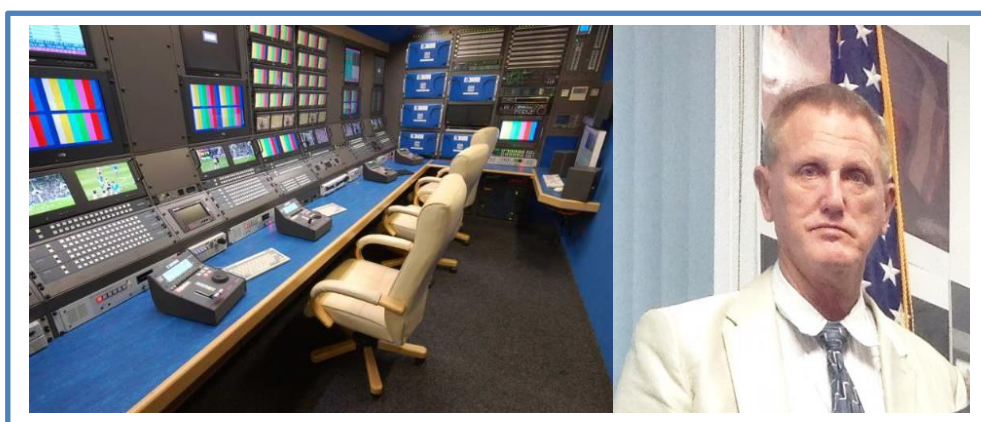
155	174	193	212	231	250	269	288	1	20	39	58	77	96	115	134	153	2465
173	192	211	230	249	268	287	17	19	38	57	76	95	114	133	152	154	2465
191	210	229	248	267	286	16	18	37	56	75	94	113	132	151	170	172	2465
209	228	247	266	285	15	34	36	55	74	93	112	131	150	169	171	190	2465
227	246	265	284	14	33	35	54	73	92	111	130	149	168	187	189	208	2465
245	264	283	13	32	51	53	72	91	110	129	148	167	186	188	207	226	2465
263	282	12	31	50	52	71	90	109	128	147	166	185	204	206	225	244	2465
281	11	30	49	68	70	89	108	127	146	165	184	203	205	224	243	262	2465
10	29	48	67	69	88	107	126	145	164	183	202	221	223	242	261	280	2465
28	47	66	85	87	106	125	144	163	182	201	220	222	241	260	279	9	2465
46	65	84	86	105	124	143	162	181	200	219	238	240	259	278	8	27	2465
64	83	102	104	123	142	161	180	199	218	237	239	258	277	7	26	45	2465
82	101	103	122	141	160	179	198	217	236	255	257	276	6	25	44	63	2465
100	119	121	140	159	178	197	216	235	254	256	275	5	24	43	62	81	2465
118	120	139	158	177	196	215	234	253	272	274	4	23	42	61	80	99	2465
136	138	157	176	195	214	233	252	271	273	3	22	41	60	79	98	117	2465
137	156	175	194	213	232	251	270	289	2	21	40	59	78	97	116	135	2465
2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	2465	41905
2465																2465	

Here is the answer Searl promise from Volume one; to put in volume 2 of this book:

LV = 2465      FV = 41905.

As far as Searl can recall there might be questions 43 – 49 in volume one, left to answer. Searl will no present the answers to questions from 43 to 49:

- Q43 Battery:  
 Q44 Loads:  
 Q45 Switch:  
 Q46 Symbols:  
 Q47 Battery:  
 Lamp:  
 Closed switch:  
 Open switch:  
 Q48 Negative:  
 Q49 Negative/positive:  
 Q50 Momentum.



Searl hopes he has now covered all questions which he ask for in Volume 1. Did you get them right, now tell the truth? It was not easy for Searl due to his handicap. Searl hopes that he is an example to other handicap people to try to do their best that is all which is require; as others will help you when they see you trying, so would I on any subject which I understood I would help as always as I have done through my life. Even when you get insulted after they have got what they wanted.

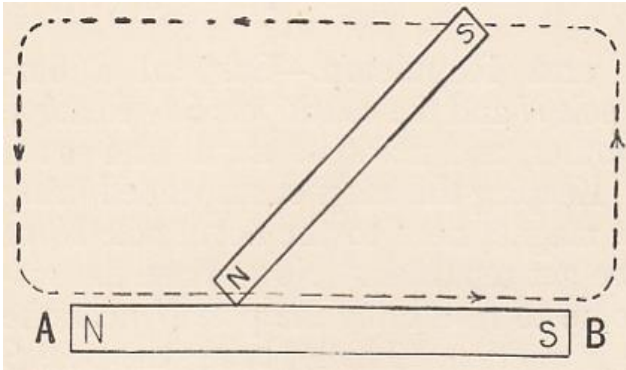


The **motto** Searl is stating here; is never to knock a child down when he/she is trying to understand. All children outside of my ex family; who wish to talk to me, I would stop work and listen to what they had to say and answered them correctly. Should they had asked something which Searl could not answer, Searl would tell them: I do not know that answer I shall try to find out the answer for you, as soon as possible. In the case of Searl family: he was not allowed to educate them, or to look after their health state either.

Clearly Searl had no family. Other people's children became Searl family to teach. But then Searl was in the **wrong** by their mothers that, Searl should not give them such large sums to work out. Strange they love them, because they could do them and fast as well, with no errors. It also **bonded** them to Searl, because Searl would listen to them, which many parents have no time to do. Another issue was when Searl had the child to care for: once it was potty train they want them back again, as the dirty work was done. All Searl undertaking was made with no charge for Searl time. When Searl hear **adults insulting** him, Searl **wonder** if they had any **education at all of worth**.

We shall return to the terms which Searl uses, as to their meaning to him.

**CONSTRUCTION OF MAGNETS:** Magnets can easily be made by rubbing pieces of steel in a suitable manner with one or two magnets. Searl states that there are **three methods** of doing this, here comes the law of the squares, or more precise that hopscotch game, and the principle employed in each case is the same.



**Figure BC 2:** In figure 2 AB is a bar of **steel** to be **magnetized**. Searl states stroke the bar from **A** to **B** with one end of a bar magnet, keeping it inclined as in the position shown. You must follow Searl instruction to be able to obtain the same results as Searl is explaining here.

Searl says; repeat the process many times, always stroking **AB** in the same direction. Each time the end of the magnet arrives at **B**; it should be lifted up and brought back to **A**, at a distance from the steel so that it describes the dotted line in the direction of the arrows as shown in the Figure. Searl says if the **North Pole** end of the magnet is used, the end of the bar where the magnet leaves it will be the **South Pole** and the opposite end a **North Pole**.

**WARNING:** Searl states it should be carefully observed that the end of the bar, where the stroking pole leaves it, is of the opposite polarity to that pole. Searl notes the comments made by people who either do not understand English, English: otherwise they would not be making **insane statements** about Searl. These books: if you like to use that term; explains in child's language about Searl education and work success. Searl admits that he does not understand some **American English**, which has a completely different meaning.

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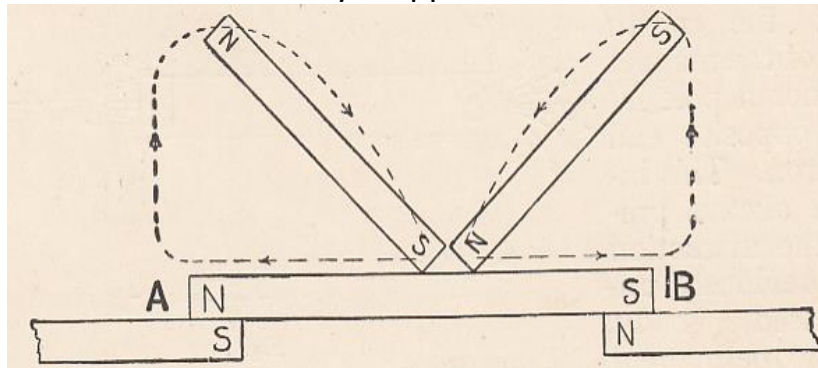


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### METHOD OF DIVIDED TOUCH:

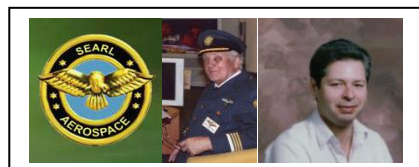
Searl states that in this method the **opposite poles** of two magnets are employed to stroke the **steel bar**. Searl says suppose the end **A** of the bar **AB** is required to be a **North Pole**.



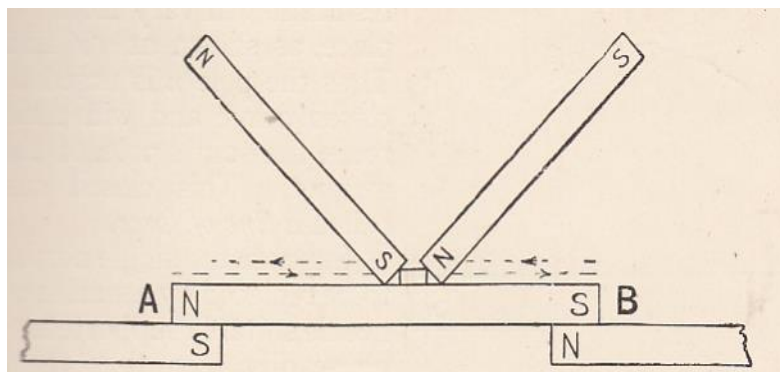
**Figure BC 3:** Searl says now support the bar on two magnets, with the end **A** resting on a **South Pole** and the end **B** on the **North Pole**, as shown in **Figure BC 3**: Again, Searl ask you to check you have got this right.

Searl states that the two other magnets are then held in inclined positions, with **opposite poles** resting in the middle of the bar. Searl says that the bar is then stroked a number of times with these magnets, starting from the middle and bringing them back at a distance above the bar, as indicated by the dotted lines. Searl states that the steel bar will then be magnetised with a **North Pole** at **A** and a **South Pole** at **B**.

### METHOD OF DOUBLE TOUCH:



Searl states that this method is similar to that of the divided touch and is shown in **Figure BC 4**.



**Figure BC 4:** Instead of the stroking poles being separated, they are merely kept a short distance apart by means of a piece of wood, both **poles** are moved together to and fro along the bar.

Thus, starting at the middle of the bar, the poles are moved along to **B**, then back along the bar to **A**, then from **A** to **B**, until the surface has been stroked many times, finishing off finally at the middle. Searl quotes, these methods, however, are seldom used in practice, as very powerful magnets can be easily made by means of a **spiral wire** through which an **electric current** is passing. Searl will be treating this method later when he deals with **Electro-Magnetism**.

Searl will now present you with a Programmed Review: to test your memory. As he is aware that some just like to rush through and only read what they want. **NOTE** these **documents** are **education** that covers everything including deep **space exploration** covering the problems of the Homo sapiens structure problems Nudity will be involve within these books  
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**Fact:** a small piece of metal weighing **1½ oz** can be supported without effort on the palm of a hand. Likewise a segment of a roller set of the **S.E.G.** weighing **34 grams** can also be supported without effort on the palm of a hand. Yet that **1½ oz** bit of metal fired from a gun it will penetrate **three** or **four feet** of **timber**. What has happened to the piece of metal to give it such power?

Likewise if we place together eight segments of the same materials to form a roller set and place it on a plate of the similar material, all being magnetised in the similar manner, the roller set will race around the plate. What has happened to give this roller set such power? In the first case of the **1½ piece** of metal that its rapid movement has given it **MOMENTUM** which, provided the movement is enough, will exert tremendous force. When move at speed the **1½ oz**, or a **cubic foot** of air will also gain **MOMENTUM** if brought up against an object, will generate a force, its power being dependent upon the speed of airflow and the shape of the object.

It is this force which, when coerced in the right directions by the aircraft designer, makes it possible for the **aeroplane** to **fly**, be it a light plane or a **150 ton transport aircraft**. I can understand why the experts of **1903** would not accept that a heavier than air craft; was impossible to fly. Since **1946** the experts have refused to accept that the roller sets will rotate at speed around a similar type plate, they would fall off, or if they did hold on that plate and you try to move them they would fly off. Though Searl has constant demonstrated that this is not true since **1946**, these experts still say that they are right, and will not admit that they are wrong due to their image status must not be tarnished by an outsider. Over man's existence on Earth: have always down those inventors who were not within their tiny box. It appears that my work has tarnished them, which displease them.

Just think for a few minutes; that here in the **S.E.G.** we have weight of **8 x 34 grams = 272 grams** makes one roller set. Just consider the force which the plate is acting upon it which is in the **hundreds** of **grams**. The plate calls the roller set towards its surface, no matter how powerful magnetically that roller is it cannot touch that plate. Why is this? The fact are that there are a few metals which will not magnetise; these materials when place in a magnetic field generate eddy currents. When an eddy current meets another eddy current it repels, thereby blocks the magnetic field dead. As this massive plate has a magnet field placed under it. Thus it will create an eddy current. Each roller segment also acts the same, meaning that there are now eight sets of eddy currents acting against the plate. So none of the magnetic fields can get through to the opposite side, therefore all magnetic fields have to convert to eddy currents, which of cause are **electric currents**.

Searl ask: did anyone of you ask that simple question, why it create eddy currents? Not one of you did, based upon the evidence on YouTube, which shows clearly your failures in studying what Searl was saying.



But there is not just one roller set but twelve roller sets of the same weight and materials. Thus, the total weight of material which can move = **12 x 272 grams = 3,264 grams**. As each roller set is an individual unit; the acting force of the plate is at the same level, as if was just a single roller set.

Clearly the second plate is much larger still constructed with the same class of materials but at a greater mass in reference to the first plate. It is clear that the magnetic force will be greater than the first plate. The roller sets are still the same weight as those on plate one. But now there are **22 roller sets** which could move. Which means: that on the second plate there are a total of **22 x 272 grams** of material free to move that equals **15,994 grams**. As each roller set are an individual unit the total force of the plate acts upon them. This will represent an increase of **velocity** of **2.5 times faster** than the first plate.

Now the third plate which has much more mass to that of plate two and contains **32 roller sets**. Therefore **32 x 727 grams** free to move that is a total of **23,264 grams** of material which is free to move. Just think of it that within a domestic **S.E.G.** there is a total of **42,522 grams** free to rotate. **Mass x velocity** gives the output of the **voltage** generated.

But we are forgetting that we are also generating **MOMENTUM** which will increase as more power is generated by demand. This will also add pressure to the system. There is, like in all other power system a point which the system cannot tolerate any more pressure. Thus, it must release that over pressure in one burst. Result in the unit lifting out of it mounting and fly through the air with the greatest of ease and right through the roof, let's look at that lift. If one **hp** is equivalent to raise **33,000 lbs** in **one minute** and from the floor to roof is **12 feet** and it took two minutes to get through that roof. I will let you think at what that **hp** must have equal to have achieved that motion of lift. That is why I must set a cut out inside the sealed container which will cut off the supply if tempered with to see how much more power you can get out of it.

**Fact:** the size of the **S.E.G** depends entirely upon which elements and compounds which you decide to employ. There is always a risk involved when reducing the grain sizes of elements, which grain size is vital for the **S.E.G.** construction. Today, I wonder if I restart to lecture as I did in the **40s** and up to the **1963** when the press begged me to explain the details in more easy terms for them to understand. Now those days are now over and gone, we must look at the **facts** in **real time** to evaluate them for the best results that are available at this time, unfortunate that time go back to the **60s** and it will take hard work to get that data up to date.

The **S.E.G.** requires metals and plastic class materials which are on the increase of options. As time goes by many more options will become available to make decisions on. Greater outputs methods will no doubt be discover – change is on constant move forward.



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What the public do not understand when these so call experts knock me down they also are knocking real great experts such as **Albert Einstein**, **Sir Isaac Newton**, **Galileo**, and **Kepler**: these great experts studied **motion** and that is precisely what the **S.E.G.** is about **motion**. At the age of **14 years** I had no knowledge of these great people and what they had confirmed as **FACT**. It appears strange to find out in late **1968** that the statements which I had been making since **1946** is no different to that of these experts named above.

In **1963** I announced to the media that he was going ahead with setting up a project which shall be known as: **SPACE PROJECT SWALLOW** which shall represent a **new concept S.V.T (SPACE VEHICLE TECHNIQUE)**. By co-operating with **nature**, **gravity** and **electro-magnetism** man can travel **cheaper** and **safer** than by **rockets**. Your help will guarantee the success of **SPACE PROJECT SWALLOW**. The final project shall be known as **SWALLOW FM 598 MK II B**. The **598** represented the total number of **magnetic devices** being used within the **power train drive**. It is known as a **power train drive** due to its **function housing various forces**.

**FACTS:** a team was formed, before Searl accepted **Tony Justice**, Searl begged him never to talk to the **media** about **U.F.Os** or **ALIENS** as this would kill the project. The **media** was aware of his claims of the pass that he had seen **U.F.Os** and **ALIENS**. This information was unknown to me at that time. Once the **media** heard of my **accident** they rush up to the site and got **Tony** to talk about **U.F.Os** and **ALIENS** just what the **media** wanted to hear. The **Sunday paper** front page stated **Searl** is an **U.F.O. nut case** does not invest in his project. That killed the project dead. It took **40 years** to get over that **insane attack** on an **innocent man** who was putting his **money** where his **mouth was**. Searl must admit he was not paying them wages, nor was Searl getting any wages for his time, even now Searl still not getting wages for the work which he is doing for all your benefits for the future.

The same situation exists today that is delaying the **technology** getting to the market place and thousands of dollars are being spent on **legal bodies** to **block** these **evil minds** from winning. There now appears that shortly Searl shall have to bring the first lot of **idiots** to **court** for **compensation**, this again is taking up time that could be used better on **production**. But they are **blocking funds**; which now is the time to halt them the hard way.

I do appreciate that the bulk of people have no idea on **sciences** and **technology**. Searl am not concern if that is their fault or not. Searl only concern is to try to delay the death of this planet. Which Searl expect that about half of the **science domain** doubt that is now possible. We have damaged this planet our home which may be beyond repairs.

**FACT:** the **S.E.G** is all about **motion** and thus, it must conform to all **motion** in **space** and **time**. Therefore Searl shall present his case on **motion based FACTS** for the benefit of the **S.E.G**. It does not mean that you will understand the **FACTS**; but at least Searl have given you the **facts**. Searl understand that you can take a **horse** to **water** but you cannot make it **drink** it.



The **S.E.G.** can come under **Sir Isaac Newton's assumption** of **Dynamic: momentum** and **force**. The **discovery** of the **laws of dynamics**, or the **laws of motion**, was a **dramatic moment** in the **history of science**. Before **Sir Isaac Newton's time**, the **motions** of things like the **planets** were a **mystery**, but after **Newton** there was a complete understanding. Even the slight deviations from **Kepler's laws**, due to the **perturbations** of the **planets**, were computable.

The **motions** of **pendulums**, **oscillators** with **spring's** and **weights** in them, and so on, could all be **analysed** completely after **Sir Isaac Newton's laws** were enunciated. So it is with this **document**: before this **document** we could not **calculate** how a **mass** on a **spring** would **move**: much less could we **calculate** the **perturbations** on the **planet Uranus** due to **Jupiter** and **Saturn**. After this section of this **document** you may be able to **compute** not only the **motion** of the **oscillating mass**, but also the **perturbations** of the **planet Uranus** produced by **Jupiter** and **Saturn**!

Another name that comes to my mind is that of **Galileo** who made a great advance in the understanding of **motion** when he discovered the principle of **inertia**: if an object is left alone, is not **disturbed**, it continues to **move** with a **constant velocity** in a **straight line** if it was **originally moving**, or it **continues to stand still** if it was just **standing still**. Searl points out that of course this never appears to be the case in nature, for if we slide a block across a table it stops, but that is because it is not left to itself – it is rubbing against the table. It required a certain imagination to find the right rule, and that imagination was supplied; not by Prof. Searl, instead it was by **Galileo**. Remember when you knock me you also knock him.

Of course Searl points out; the next thing which is needed is a **rule** for finding how an object changes its **speed** if something is affecting it. Which is a good question relating to the **S.E.G.**? That is the contribution of **Sir Isaac Newton**, who wrote down **three laws**: The first law was a mere restatement of the **Galilean principle** of **inertia** just described. The second law gave a specific way of determining how the **velocity changes** under different influences called forces. The third law describes the forces to some extent, and we shall discuss that at another time. Here I shall discuss the Second Law, which asserts that the **motion** of an object is changed by forces in this way: the **time-rate-of-change** of a **quantity** called **MOMENTUM** is **proportional** to the **force** – which of course is the **true answer** to the **S.E.G. roller sets motion** – **THANK YOU Sir Isaac Newton** for your help.

Searl shall state this **mathematically** shortly, but let us first explain the idea. Before that let Searl remind you again there were many top scientists that have played a part of the creation of the **S.E.G.** Without whose help the **S.E.G.** would still have been impossible to achieve today. But over time the **inventors** arrive and **discovered** another step for the success of the **S.E.G.** To them Searl owe a massive debt of **gratitude** and **respect**, for their courage and their **determination** to succeed.



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Searl points out that **MOMENTUM** is not the same as **VELOCITY**. Searl states that a lot of words are used in **physics**, and they all have precise meanings in **physics**, although they may not have such **precise meanings** in everyday language. **MOMENTUM** is an example, and Searl must define it **precisely**. If Searl exert a certain push with his arms on an object that is light, it moves easily; if he pushes just as hard on another object that is much heavier in the usual sense, then it moves much less rapidly.

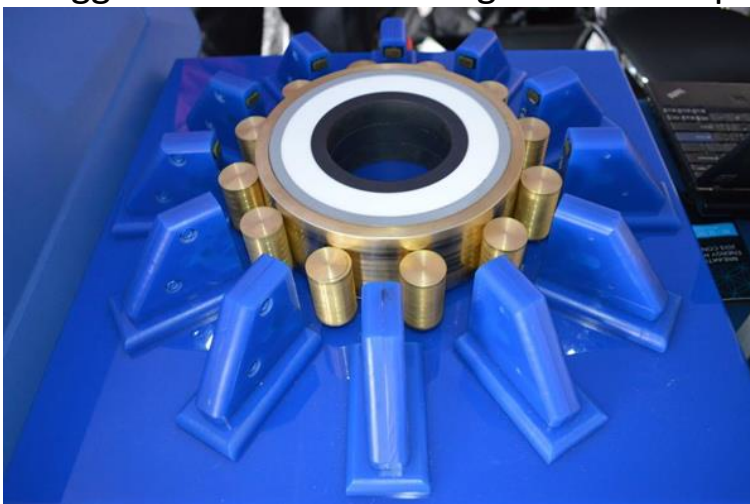
Searl points out that actually, Searl must change the words '**light**' and '**heavy**' to **less massive** and **more massive**, because there is a difference to be understood between the **weight** of an **object** and its **inertia**. Searl states, how **hard** it is to get it going is one thing, and how much it **weighs** is something else. **Weight** and **inertia** are **proportional**, and on the Earth's are often taken to be **numerically equal**, which Searl understand which causes certain confusion to you students. On **Mars**, **weights** would be different but the amount of **force** needed to **overcome inertia** would be the same.

Note that Searl used the word **MASS** as a **quantitative measure** of **inertia**, and Searl may **measure mass**, for example, by **swinging** an **object** in a **circle** at a **certain speed** and **measuring** how much **force** Searl need to keep it in the **circle**. In this way Searl find a certain **quantity** of **mass** for every object. Searl states that now the **MOMENTUM** of an object is a product of **two parts**: its **mass** and its **velocity**. Searl makes it clear that **Sir Isaac Newton's second Law** may be written this way:

$$F = d/dt (mv).$$

1.1

Sorry Searl must stop at this point and wait for his equipment to arrive from the **UK** so he can insert diagrams to explain what **Sir Isaac Newton** stated, which may take weeks to come as today: **August 21<sup>st</sup> 2014**, and so far he have no idea if the container has left the **UK**. He not set up here for writing books; it is a struggle that he have manages to write up to this page under these conditions.



This is the product under discussing here based upon Sir Isaac Newton's second Law. The only disagreement that exists is the product termed inertia. We have to understand what these experts were stating; which is correct in rocket technology. Unfortunate the S.E.G. has some slightly different properties to that of the rocket.



Searl feels that he have dealt with the squares, as **structures** to its limits. From now on within this document reference to the squares will only be made when such an occurrence which makes it easy for you to understand; Otherwise it most likely be far too complicated for you to understand, unless you actually work in that domain. Searl massive problem at this moment is the lack of his equipment which he has to wait for to arrive. Do not think that nothing is going on at this time. First **SMI** has got him up to date hearing aid which is costly these days. They have also just got my right eye surgery done and the left eye has been set for **October 15<sup>th</sup>**. So after suffering pain from **cataracts** for over **20 years** the day will soon come now where he hopes that pain will be gone and that he can get down to speed up this work. Not only that, they went to the **UK** to pack all my **equipment** to ship here, and that is not cheap, as there are a large number of boxes weighting heavy just well over a ton.

In reference to the last **square 33** shown; show it can only pair with **square 34** and no other square. It is at a **pairing level** of **16**. That is its output relates to **16 times** more than that of square **3** and **4**. Amazing how simple **nature functions** at the lower scale. Yes, Searl did in **1946** worked out **square 100** which can only share with **square 99** and no other square. Its level of **pairing** is **49**. Therefore; it will **generate 49 times** more energy than that of **square 3** and **square 4** can produce. **Fact:** the **S.E.G.** came from **DREAMS** as a **young school boy**, from a **game** termed **hopscotch**. Through Searl early **adult life** worked to give **meaning** to those **dreams** that ended in a **concept** for **greater energy** and **cleaner energy system**. Here in after termed the **SEARL EFFECT GENERATOR (S.E.G.)**.

SEARL understand some of you wish to learn **mathematics**, for you the topics chosen range over the same **mathematical ground** in different ways, thereby developing a more thorough **appreciation** of that ground. Searl accept that the reader may choose as **his/her starting point** in this **document** that deals with the most **attractive** or **familiar topic**. Afterwards **he/she** will be better prepared to tackle others more remote from **his/her experiences**.

Contrary to the convention of the **text book** that Searl shall not be giving you any set exercise. Some examples are frequently being left to the reader to complete. Searl think that **he/she** will find it more interesting and more rewarding that some of the questions they think things out for themselves. Searl shall always remember that more than three centuries ago **Francis Bacon** born in **1561 – 1626** or was it the one born in **1910**; said 'Many parts of **nature** can neither be **invented** with **sufficient subtlety**, nor **demonstrated** with **sufficient perspicuity**, nor **accommodated** with **sufficient dexterity** without the aid and intervening of **mathematics**, of which **perspective**, **music**, **astronomy**, **cosmography**, **architecture**, **enginery**, and **drivers** others. Searl may make only this **prediction**; he says 'that there cannot fail to be more kinds of **mathematics** as **nature grows** further disclosed.

Yes I agree for that period of time he spoke with great words and how true they have proven to be.



Searl like to point out that he has been guided by the **wisdom** of person; who he thinks was named **Professor Godfrey Harold Hardy – 1877 – 1947**: who wrote: '**Mathematics** is itself a useless subject for study: the **mathematician** presses on with **his/her pursuit** of **abstract truths** without any better reason than that **he/she** likes doing it and has the necessary **ability**. The **conclusion** of the **mathematician** may or may not be very useful; indeed many of them are **indispensable** to the **material civilization** of the age.

Well stated **Professor Hardy**; Searl could not have put that statement any better. As he have stated in his books, newsletters and on the air, how strange that a set of **abstract numbers** at **random** to obtain a **uniform output**. This statement can be heard on the **German TV program Pro 7**; Martin made that statement about **abstract numbers** when they were filming an interview with Searl. Searl states that any book on **mathematics** for the layman should indicate how extensively and variously **mathematical ideas** can be applied in other fields of human thought and activity.

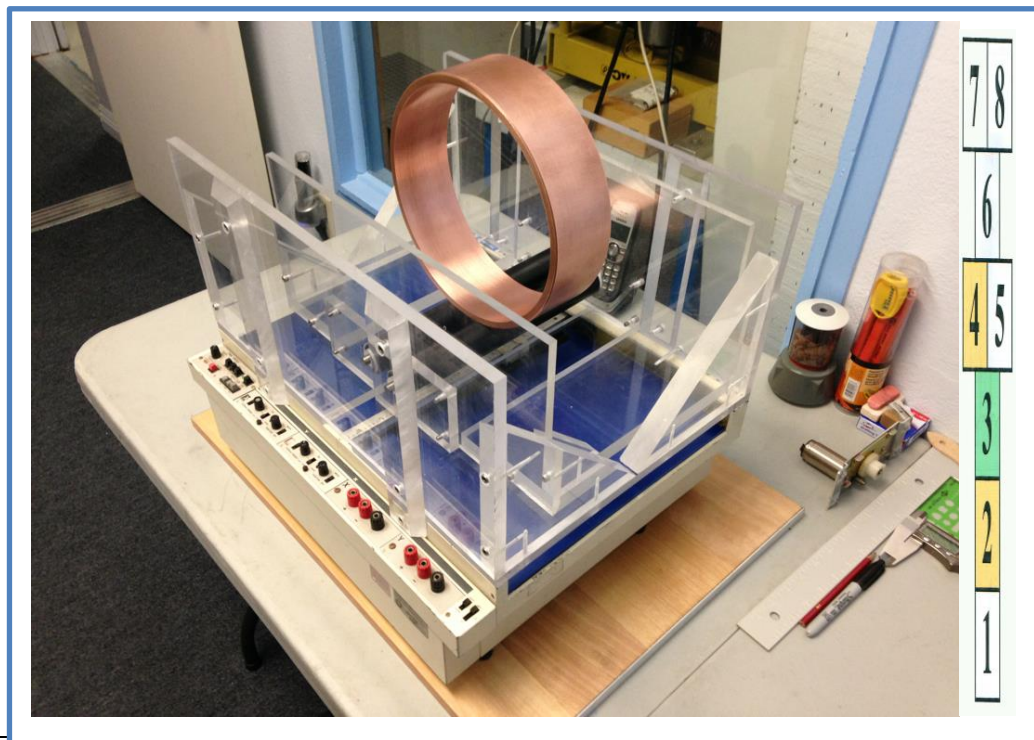
Searl reminds you that the **S.E.G.** and not forgetting the **I-G-V** require **MATHEMATICS** in what is more commonly known as **MEASUREMENT TABLES**. One of which he have already released within this document. He shall try to present to you the opposite short form table. Which; is normally term **Linear Conversions** which **fractions** of **inches** to **millimetres**.

Inches	mm	inches	mm	inches	mm
1/64	0.396 875	11/32	8.731 25	43/64	17.065 625
1/32	0.793 75	23/64	9.128 125	11/16	17.462 5
3/64	1.190 625	3/8	9.525	45/64	17.859 375
1/16	1.587 5	25/64	9.921 875	23/32	18.256 25
5/64	1.984 375	13/32	10.318 75	47/64	18.653 125
3/32	2.381 25	27/64	10.751 625	3/4	19.05
7/64	2.778 125	7/16	11.112 5	49/64	19.446 875
1/8	3.175	29/64	11.509 375	25/32	19.843 75
9/64	3.571 875	15/32	11.906 25	51/64	20.240 625
5/32	3.968 75	31/64	12.303 125	13/16	20.637 5
11/64	4.365 625	1/2	12.7	53/64	21.034 375
3/16	4.762 5	33/64	13.096 875	27/32	21.431 24
13/64	5.159 375	17/32	13.493 75	55/64	21.828 125
7/32	5.556 25	35/64	13.890 625	7/8	22.225
15/64	5.953 125	9/16	14.287 5	57/64	22.621 875
1/4	6.35	37/64	14.684 375	29/32	23.018 75
17/64	6.746 875	19/32	15.081 25	59/64	23.415 625
9/32	7.143 75	39/64	15.478 125	15/16	23.812 5
19/64	7.540 625	5/8	15.875	61/64	24.209 375
5/16	7.937 5	41/64	16.271 875	31/32	24.606 25
21/64	8.334 375	21/32	16.668 75	63/64	25.003 125



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Inches	mm
1	25.4
2	50.8
3	76.2
4	101.6
5	127
6	152.4
7	177.8
8	203.2
9	228.6
10	254
11	279.4
12	304.8



The photo above was taken at the **lab** in the **U.S.A.** showing a **copper Cu 29 B.C.** layer resting on the **new turning unit** being developed of the **new design** of the **magnetiser**, which Searl hope will cut the cost involved in making the **S.E.G.** As this product is **Research** and **Development** it has to be understood that it is **restricted information** that **means** that **diagrams** and **measurements** cannot be made **public**. So please kindly do not ask for them as Searl hate to say **NO!**

The Searl reminds you that such terms as **advanced level pure mathematics**; yes indeed in **research** and **development** all kinds of **mathematics** are used. And for the layman it is mainly **impossible** to **understand** what **documents mathematical system** is being used. As **mathematics** is not Searl best subject; but it just meets the needs of this **research** that is under way. **People behaviour** and **functions** is Searl **best subject**.

In reference to Searl likes in **mathematics** has to be the **matrices**, the rest of **mathematics** Searl need to think about how best to handle them, but I will handle them in the end, as Searl always seek a short cut to work them out. **Mathematics** has to apply also to the **metals needed** for the **development**. What **metals** are suitable for a product, every **manufacture** has this problem to select the best option for the task in process.

But there have been cases where a **manufacture** has changed a **material** for a **cheaper one**, only to find that it went **faulty** in a **short time** and had to recall all such products to replace the **material** back to the **original material**, thus costing much more than if they had continue with that **original material**. We have to be careful with **materials** being used in the **S.E.G.** as each class of **materials** will change the size of the **S.E.G.** Therefore, it is clear that in the **S.E.G.** you cannot replace any layer as its **density** will make it smaller or larger.



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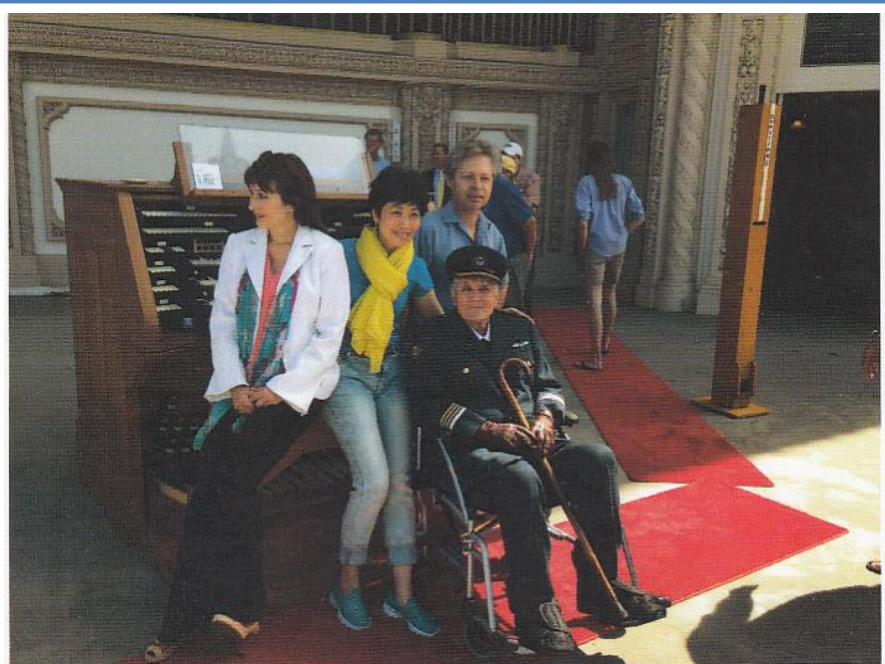
Over the **years** Searl always **model** all products, and as you may recall **British Television film** me **collecting** the **material** which he needed from the local shop. Do you recall what that **material** was? Yes, it was softwood for the **Demo One construction**. Now if you have no **knowledge** about **wood** you are in **trouble** by **wasting time** and **money** trying to **model** a **product** with the **wrong size material**. Therefore Searl intend to give you the details of **sizes**.

Thickness in mm	75	100	125	150	175	200	225	250	300
16	A	A	A	A					
19	A	A	A	A					
22	A	A	A	A					
25	A	A	A	A	A	A	A	A	A
32	A	A	A	A	A	A	A	A	A
38	A	A	A	A	A	A	A		
44	A	A	A	A	A	A	A	A	A
50	A	A	A	A	A	A	A	A	A
63		A	A	A	A	A	A		
75		A	A	A	A	A	A	A	A
100		A		A		A		A	A
150				A		A			A
200						A			
250								A	
300									A



**Metric sizes: of sawn softwood in 1968, as used by me. Tim** who **made** the **models** of the **flight crew** for **Demo one model** used this **material**, also for the **seating** seen **inside** that **model**. He was a great **artist** in those day but Searl guess he has gone where all good **artists** go by now; which is the hole in the ground. All of which requires **mathematics** regardless.

New metric lengths	Equivalent in feet and inches
1.8 m	5 10 7/8
2.1 m	6 10 5/8
2.4 m	7 10 1/2
2.7 m	8 10 1/4
3.0 m	9 10 1/8
3.3 m	10 9 7/8
3.6 m	11 9 3/4
3.9 m	12 9 1/2
4.2 m	13 9 3/8
4.5 m	14 9 1/8
4.8 m	15 9
5.1 m	16 8 3/4
5.4 m	17 8 5/8
5.7 m	18 8 3/8
6.0 m	19 8 1/8
6.3 m	20 8





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As Searl stated so often in his books and on the air that **education technology** must **change** as over recent year's **technology** and **science** has **changed fast**. How Searl teach is from ground upwards, meaning that Searl take the **number 2** and teach how that can be **displayed** and what it **means**; and how to **work them out**. By the age of **4 years** they can/ would work out **large values** with no **problem** and **love them**:

This is how Searl work in **teaching children** from **3 years old**: **2**, **2<sup>2</sup>**, **A2 + B2**, **A-2 – B+2**. The **2 square**, means **2 x 2 = 4**, **2<sup>2</sup>** means **2 x 2 = 4**, **A 2 + B2 = 4**. Once they understand to look at the **question** and **understand** what to do they can by **4 years old** work **massive long run** of figures with **no problems**. Then Searl move them up to **3s**, then **4s** increasing the size of the **question** and so on to **certify** they do **understand** the **question**. Their **mothers** go on at me about giving such large sums to them to do, Searl reply they love them because they can do them and the other children cannot. This clearly sets the road for them to learn other subjects just as well. **Mathematics** is the bug in **child education**. It sure was in Searl, and from Searl mail it also applies to many more out there.

Searl has always agreed that new ways must be found to **teach mathematics**, and that **teachers** of **arithmetic** must create **new technique** which could well **revolutionize** the **teaching** of **mathematics** in the **future**. Searl agrees that once mastered, the new system must be much **speedier** and give **greater accuracy**; as it could save much **heartache** for the **generation** just **approaching school age**.

Searl **taught Joy** of **3 years** of **age** such run of **figures** as this: **735352314** times **11**, in **fact** Searl made it **16 numbers** and she still got the **answer right**. To the **example** shown here the answer is: **8088875454** in **less time** than you can say it. Agree, she had to use her fingers to count each part thereof. But that is not the issue which is that she worked it **correctly** that is what counts. Searl had to **learn** how by **try** and **error** but never gave up until he mastered the system. Searl accepts that everyone do come into this world with '**phenomenal calculation possibilities**'; Searl notice that this had to be so; otherwise in his day you would not have been able to cross the road in **safety**; but most of us did so.

Searl accepts that others will invent similar of exact systems sooner or later without being aware someone else has also has done it. Have the **S.E.G.** been done **thousands of years ago**; we cannot state with certainty that it has or has not. We can **assume** that it has not been created before, but we can still be **wrong**. We fail to admit to our **errors** in **public**. To us it may appear that they never had the **tools** by which to make it. As the **pyramids** leave me to **suspect** that they had **better knowledge** which we fail to accept. They have left us **suspended** on how they were able to create them; Searl can see all the **problems** of today's **ideas** are hard to accept for one reason or other. Searl do accept that with our present day **technology** we could build them, but it still will not prove how they did it. There is a **massive difference** involved.



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Searl aim has always been to create personal hope of a **happy, peaceful life**; which for Searl **failed** to be so, except for a very short period of **1946 – 1947** when his little time of **happiness ended**. Who became a **victim** of the **scientific world**, **creating weapons** for **mass destruction** which caused him to **investigate** these **weapons** to find out how they were made. It should have been cleared to all that his mind was being wired up to **investigate things** for his **own interest**. In the future he would **disagree** with **experts thinking**, and so it was the case, time made Searl think rather **different** to the **mainstream**. As he **respects** your views, likewise you should also **respect** his. He has the **rights** to **disagree** with you but has **no rights** to **force** you to **accept** his views, the choice is yours to make.

The answer to that question has been clearly seen; even today it is the same **problem**, unfortunate Searl cannot see that will change now or maybe never. The system is far too solid today for change, in **1946**, there could have been hope, but alas time passed and the **mental state** of the **UK** became **worse** and not for the **better** as he had hoped for. Searl: guess that he has stated far too much about his views, in which he shall return to the question of the **importance** of **mathematics**.

Another issue: an **expert wrote** Searl to say there is **no** such thing as **time** – which **interprets** that he does not exist. If one seeks for an **alternative** to the **time** honoured **designation Mechanics** and **Properties of Matter**, other, at least, than the new more popular **General Physics** which is **sadly uninformative**, one is hard pressed to **discover** – or **invent** – any form of **words** at the same **time** **brief, comely** and **precise**.

Searl states: in offering the title **THE SEARL ELEFFECT REQUIREMENTS** of this **document** as a possible form, obviously Searl has had to forswear brevity: if he has thereby achieved any **novelty**, it is not for **novelty's sake** alone. For his aim is **precisely** to **introduce** the **beginning specialist** in **physics** to those parts of the **S.E.G.** subject which in any well-designed course that **he/she** should study first, and to effect that **introduction** by **examining** first of all the **bases** of **measurement** of the **fundamental physical quantities**, **mass, length** and **time**, there **Mr know all Professor Steven Donnelly!**

**Derived quantities** are then **introduced**, as the **concepts** which **specify** them take **significance** in the course of a **survey** of the **world** of **phenomena**. Searl states: that in the end the result is not very **different** in **scope** from any **elementary Mechanics** and **Properties of Matter**, but the **emphasis** is **different** – and of that the **present title** is intended as an **advertisement**, and a **warning**.

Searl states: that he has been forced to write this book, just to expose the **mental state** of so-called **experts** who knock him as a conman, which has **prevented people** without **power** from having **power**, and those who are **handicapped** by **misfortune** from having the **pleasure** of **energy** by which they could have had a **better life**.



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**2014:** Searl looks at **STI** which has and is stopping you from getting the **S.E.G.** at this time as using the same **doctrine** as that of **Adolf Hitler 1889 – 1945**: if you don't give it to us we shall take it by **force**, which they still believe they have taken it by **force**. Searl can **certify** to our **supporters** that they have not yet **succeeded**, agree that they are still trying to win. They have a **sick mind** of **greed**; supported by **ignorance**. This **represents two deadly mental illnesses** when they come **together** create all the **wars** of the **past** and the **future**; which also includes **terrorists** who uses the same **illness** to get their way.

That section above is my reply to those **idiots** who say if Searl could do it in **1946** why can't he do it now? That is just one of the reasons why. Searl states: These **humanists**, and others elsewhere in ever increasing numbers, are at this time, and with good reasons, looking for an **answer** to the **question**, 'What is physics all about? This **document** does not, Searl know, provide an **adequate answer** to such a **question**, but Searl am **sufficiently** old fashioned to believe that a carefully told story, starting at the **beginning**, as a **young boy** at school, is likely to be more **satisfying** to any **questioner**, whatever **his/her speciality**, than the most **colourful fairy tale** of **television** and **nuclear energy** could possibly be. Even though much of the **story** remains **untold**, Searl **believe he/she** will still find **satisfaction** in it.

Sorry to say that Searl have just had a **mental flash** that relates to **1968**; a nice gentleman in Canada **politely** wrote to him, just to inform that he did **calculus**; not these kids' stuff at school but the real thing that he was the **expert**. Searl guess he was expected to accept that he was the **world expert** on the subject. Searl guess that he shall probably be **criticised** by him and the **intending physics specialist** in that Searl have disclaimed using the **calculus** throughout the **development** of the **S.E.G.** or the **I-G-V**. May Searl ask this **expert**; without him going to his **witch doctor** to put another **curse** on Searl; to reflect whether to have used calculus would had the **S.E.G.** or the **I-G-V** would made Searl task any easier – the task of attempting to uncover the **ultimate structure** of Searl subject.

Searl wrote him and said If you go to your **witch doctor**, ask him to put a **curse** on him to increase the length of the penis by three times to match his balls. But tell him that Searl have an instant cure for his **insanity**. Which is a whack of my walking stick under his balls will give him **instant cure** for his **insanity**. And Searl encourage this **expert**, when he has read this document, to translate Searl long winded sentences into his favourite shorthand. No doubt that he will certainly get on more quickly that way in future, than bragging about his skills. His teacher, should he have one, may have another **criticism**. Searl accepts that may say – and truly that Searl have not provided examples as tail pieces to the parts of this document.

Searl states: that he is not to conclude, from this omission, that Searl think little of the working of examples, once the principles have been under stood; as many examples would come under **classify information**. Which means that Searl cannot use that as an example; so please do not kindly ask him, as he hate to say **NO**!



Searl accepts that **measurements** are made through our **senses**, aided by **instruments**. **Common sense**, from which Searl starts, developed largely from **unsystematic observations** made through Searl unaided **senses** of **perception**. Searl is aware that it is **traditionally** it is **assumed** as always that there are **five** such **senses**, as Searl learnt at **medical school** – **sight**, **hearing**, **touch**, **taste** and **smell**. Searl accepts that **traditionally**, too, the **science** of **physics** is divided into subjects, which had been clearly witness on the web that Searl **organizing** his **different company units** into **separate units** to **specialize** within that special subject. The **bulk properties**: of **matter**, **heat**, **light**, **sound**, and **electricity** and **magnetism**. Which you are aware is Searl main interest, without any doubts.

Searl interest does go beyond that **domain**; and in **reality** covers many **domains** with great interest yet, **electricity** and **magnetism** is more like a **toy** to Searl to play with. Searl knows from his **medical training** that our **organs** of **sight** and **hearing** are highly **differentiated structures**. Searl agrees that most of us are not **blind** arises from the fact that certain **pigments** laid down in the **retina** have certain **specific sensitivities**; that most of us are not **deaf** from the fact that the **basilar membrane** of the **cochlea** has **different sensitivities**, **equally specific**.

Searl states: that these **two organs**, so **different** in **structure** and **sensitivities**, should be found in **land based living creatures generally**, surely **argues** for the **existence**, in the **external world**, of **radiations** as **distinct physically** as the **organs** are **different structurally**, and for the **validity** of the **traditional division** which **recognises** the **separate subjects light** and **sound** within the **science** of **physics**. Searl states that to associate the subject's **heat** and the **bulk properties** of **matter** with our – much – less – **differentiated sense** of **touch** is perhaps more **fanciful**, though **anthropomorphic notions** of **force** and **energy**, in which This **mode** of **sense perception** is certainly involved, have been refined into **scientific concepts** which are **basic** for the subjects in question, such as the **S.E.G.** and the **I-G-V**.

Searl states: that it is easier to dismiss **taste** and **smell** as of no concern to the **physicist**. The **differences** in the **external world** to which these **senses respond** fall largely within the province of **chemistry**. As Searl has often stated: that **taste** and **smell** will be of **great importance** for **mission crews** on **mission** to **planet Mars** and beyond. In fact, Searl have no need to go to **Mars** to discover that issue – right here that has become a main problem for Searl – meals have no **taste** of **smell**. As Searl am use to British food which has **taste** and **smell** to it, whereby, here in **San Diego, California, USA** so far we have not found any such food for Searl, it is a question to take a bite then wash it down with hot drink otherwise it just sticks in Searl throat; because it is **dry** and **stringy** in **structure**.

And you **fools** think that Searl live in a **big house**, a **top range car** a **private twin jet**, and an **ocean** going **power boat** – well you are **dreaming fairy tales**. Not **reality** which Searl have to live in, sad to state – that is the **reality** of most **inventors**, **die poor**!



Searl explains that in this attempt at **correlation**, the subject **electricity** and **magnetism** is left without a **counterpart** among the **human senses** of **perception**. Searl states that it is indeed true that **difference** in the states of **electrification** or the states of **magnetisation** of **gross matter** cannot generally be **appreciated** by our **senses alone**. Searl learn of them through the use of **instruments specifically** designed to **translate** these **differences** into **different pointer readings**, which in common with the **pointer readings** of all **scientific instruments** are ultimately recorded through our **senses** of **sight**. Searl reminds you that in the **external world** we do not normally **encounter electrified bodies**, and the **general magnetism** of the **Earth** has had little **impact** on the **evolution** of the **human species**. The lack of an **electric** or a **magnetic sense organ** in **man** is, therefore, **understandable**.

Searl reminds you that **science develops** towards **unification**: the **physics** of **gross matter**, with its **disparate** subjects, has become one in the **physics** of **atoms**, which of course is what the **S.E.G.** and **I-G-V**. Is all about **atoms**, which in the first **analysis** is the **physics** of **electric charges**. **Visible light** is a **feeble component** only of the **broad spectrum** of **electromagnetic radiations** – and the **biologist** will tell us that, though we have no **electric** or **magnetic sense**, yet our every **sense functions** through the **transmission** of **electric impulses** along **nerves** to the **brain**. Searl have claimed that **physics** is the **basic science**; in **physics**, it would appear, **electricity** is the **fundamental** subject. It would indeed appear so, if **scientists** were not already heavily involved in the **physics** of the **atom nucleus**. There is a new subject there, Searl says: but that is for the **future understanding**. Bear in mind Searl is talking about his **learning** from **1946** to **1963** in this section of the document.

**2014: Wednesday 27<sup>th</sup>**, just watched the latest video that includes the **S.E.G.** and the **I-G-V**. for the public information. It has been well done, my sincere thanks to the party who made it and released to the masses attention. Now Searl shall return to the subject that he was explaining above. Searl reminds you that throughout the remainder of this section he shall be concerned almost **exclusive** with the **physics** of **gross matter**; that is, with the **properties** of **inert matter** in bulk, and with certain **aspects** of the subject **heat**. Remember Searl is still talking about **1946 – 1963**. Searl has always question that issue; if **electricity** is **fundamental**, which to his mind it is, he shall not be **probing** to **fundamentals**: if the **concept** of **atoms** is the all **unifying concept**, Searl shall not be **seeking** such **unification**; more often than not Searl shall be **disregarding** the fact of **atomicity** altogether; due to the **time slot** under discussion here.

Searl knowledge base of **1946 – 1963** is quite **different** to yours of **2014**; Searl doubt if you really **appreciate** the **advantage** which you have over him; for the same age slot. Searl states: that the **S.E.G. concept** was a **stroke of luck** that he had been placed in a house where a simple game became a **dream** which constantly reappear twice a year for **six years**. You know what that game was termed. Such a simple Game contain within its **structure mass** of **information**. Which would become a **parasite** to him: demanding his attention.



Searl states: that his **considerations** will be **fundamental** from another issue of view. Searl will be tracing the **emergence** of **macroscopic physics** out of the welter of **common sense experience**. Searl looks at the pattern of that **emergence** is **essential** to the **S.E.G. concept**: it **epitomises** the whole nature of the **methodology** which Searl workforce is executing in the **research** and **development** of the **S.E.G.** and of course **science**. Searl states that he is in **anticipation**, and in **summary**, and then Searl says let us set down some of the **rules** of the game:

1. **Accepting the regularity of happenings in the inanimate external world, the physicist is prepared to find that every event in that world has some relation with; is partially determined by, or partially determines: every other event.**
2. **Searl aim being to attempt to unravel the complexities of the S.E.G. and of these relations by observations and experiment, the physicist will so design his/hers experiments, no different to that of Searl, that each allows him/her to examine a simple situation in which one type of relation is predominant. Searl states: that he/she will never succeed absolutely in this, but agree that in each case he/she will adopt the fiction that he/she is working with an isolated system, and he/she will only later review the inferences which he/she draws from its investigation to see whether some of them may require modification; because his/her fiction is a poor approximation to fact.**
3. **Searl states: that he expects that he/she will attempt to make precise his/her common sense categories of thought. At least that is what Searl would expect from his medical training. So he/she will be able to establish certain scientific concepts. Searl says that he/she will also introduce other concepts which do not derive directly from common sense. But as Searl states that he/she will not introduce any such concepts unless from its adoption there issues the possibility of measurement of some recognisable attribute of matter, or of some distinct element common to a large class of physical situations. Searl knows that he/she will not introduce a new concept unless his/hers consideration of observations already made forces it on his/hers attention; or unless, in a moment of insight, that he/she recognises that such a concept brings order into observations which under previous scrutiny appeared devoid of order.**

As the space is running out on this page Searl will cut the **section 4** and cover that on the next page. Searl needed you to fully understand the **function** of the **physicist** in their **language**. Searl do understand that many laymen will have a task to understand these statements in red. As Searl states that is the world of the **physicists**. Every **domain** set up their **own language** of **function** which may be beyond the average layman to understand. Let's face the **experts** do not want you to **understand** them as it is their little **world**, which you are not welcome. A strange world but they appear to be able to create something of benefit; such as the **atomic bomb**, **penicillin**, **steroids**, **Metals** etc.



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4. **The introduction of new concepts will as Searl states involved definitions and Qualitative definitions: and quantitative definitions relating to the measurements which the concepts imply. Searl states that the physicist will find it essential to be clear in his/her own mind, in respect of each new concept, whether or not the quantitative definition enshrines one of the laws of nature which, as Searl states collectively mark his/hers ultimate goal. Searl make clear that he/she will instinctively refuse to accept as an expression of fundamental law any statement which does not subsume in simple form the observed results of a large number of diverse experiments, or one which is known to admit of exceptions in situations to which it should apply.**

**As Searl states: the definition of any good concept should satisfy both these requirements, Searl reminds you that the expression of a law of nature should also provide a basis for the prediction of the results of future experiments in a wider field, and Searl states that it should be such that it is true to say of it 'it might conceivably have been otherwise'. Searl has always stated that if this cannot be truly said of the quantitative definition arising from the introduction of a new concept in physic, then Searl says; that the definition is mere definition. On the other hand, Searl says; if the claim 'it might have been otherwise' can be sustained in respect of any general statement which is both novel and true, then Searl accepts that new knowledge regarding the world has been won: the universe has this particular character; not that possible one.**

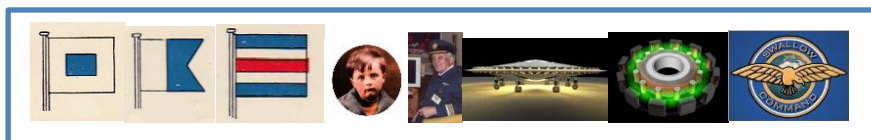
Searl states that these are **broad generalities: specifically**, in this document, Searl shall have opportunity of noting their **relevance** in a somewhat narrow field only. Searl main concern will be with **matter in motion**, yes you got it the **S.E.G.** Instead of Searl upsetting these **experts**; he will use the **planets** in their **orbits** round the **Sun** and the **molecules** of a **gas** in **random motion** in a **vessel** in the **laboratory**. Which in the **world** of **reality**: gives a **good image** of the **S.E.G. functions**.

Searl **preoccupation** with **matter in motion**; such as his loveable **S.E.G.** that explains the **Mass, Length and Time** of this subject relating to the **S.E.G.** Searl reminds you that the **logical sequence** of these **concepts** is **length, time, mass**. The **dictates** of **euphony** and usage may **influence** the choice of a title, but Searl states that they must not determine the order of **presentation**. Adopting the **logical order**, Searl shall deal first with **motion** in the **abstract**, then with **matter in motion**. Later there will be other concepts, not concerned **directly** with **motion**, but in the derived units which issue from their acceptance reflecting nothing more than Searl choice of the **units** of **mass, length and time**, which Searl shall wish to introduce and consider. Searl states that it is not too **extravagant** to say that these **units** are suitable to the story of the **S.E.G.** As they play a **vital part** of the **S.E.G. construction**. Searl wish you all to know the **truth**, the **whole truth** and **nothing but the truth**.



**GEOMETRY AND THE MEASUREMENT OF LENGTH:****1.1 SPACE AND TIME:**

From **birth** to **death** we live our lives in **being** and **becoming**. It is **ancient wisdom** concerning the life of man, '**so soon passes it away**'. The **becoming**, the **passing**, are in **time**. We pass our lives on the **surface** of the **earth**; in the **great mountains**, maybe in the **far distance** there are **cities**, above the ever **changing clouds**, and the **stars** at **night** in their **fixed constellations**. These **intimations** arise from the **immediate deliverances** of our **senses**; Searl remarks that our **intuitive appreciation** is of the **flux** of **time**: and of a **vast arena** of **space** determined by the **stable Earth** and the **stars**. Searl wonder how many people have before him and since thought the same words. In seeking to build up the **science** of **physics** on these **foundations**, we consider separately the **two notions** which they involve, the **notion** of **time** and the **notion** of **space**. Searl states that in this section of this document, his attempt to **formalise** the **second**, alone, man's intuitive **notion** of **space**.

**1.2 PRACTICE GEOMETRY:**

Searl reminds you that many **thousands** of **years ago** in the **great river valleys** of **Egypt** and **Mesopotamia** the **king's surveyors** mapped their master's fields, the **royal architects** planned the **temples** and **tombs** and **palaces**. As Searl **understand** it. **Practical geometry** had already developed into a **serviceable body** of **rules**: in **relation** to the **comings** and **goings** of daily life the **structure** of **local space** was understood.

To Searl mind, the first steps to the creation of the **S.E.G.** had in **reality** started before then, and by then was getting to a **development stage** from which the **S.E.G.** could had been designed. To Searl understanding that there was a **secure tradition** and **great uniformity** of **practice**. Evidence from the **buildings** which remain, or have been **excavated**, shows clearly that over a score of **centuries** the **master builders** of **Egypt** were employing a **unit** of **length**; the **cubit**: which did not vary: by much more than **1 part** in **200** from the **mean**. Upon these **facts** Searl accepts that this bespeaks great attention to the **preservation** of a **linear standard**.

Searl know from the records that the **royal standard** of **volume**; the **apet**: was for a long time preserved in **material form** in the **Dromus** of **Anubis** at **Memphis**. To Searl understanding; that somewhat later, as regulating all **measurements** on the rise and fall of the **waters** of the **Nile**, a **standard cubit** was kept in the **capital** in **priestly** custody in the **Sepulchre** of the **Sacred Bulls**, and on the road from **Memphis** to **Faium** there was marked by official degree the **schoemus**, an **itinerary standard** of **12,000 cubits**. Nearly a **thousand miles** away, in **Mesopotamia**, during much the same period, essentially the same **standard** of **length**, the **cubit**, was maintained.



### 1.3 ABSTRACT GEOMETRY:

Searl can understand that such was the achievements of a **practical civilisation three thousand** and more **years** before the beginning of the **Christian era**. Searl can well understand that as that **civilisation** was passing into the slow **decline** there was **developing** around the **shores** of the **Aegean Sea** another **civilisation** of a very **different character**. To Searl understanding: **Individual Greeks** visited **Egypt** over many **hundred years** as **travellers**, or in **pursuit** of **trade**; as Searl recalls that in year **332 BC** under **Alexander the Great** they arrived as **conquerors**. This is the picture as Searl sees and understand it. **Right** or **wrong** do **not matter**, as it was the first step towards creating the **S.E.G.**

Then to Searl understanding that among the **early travellers** was **Thales** of **Miletus** (c. **624 – 547 BC**), and a little later **Pythagoras** (c. **572 – 497 BC**). Searl admits that in these **two** the **genius** for **abstract** thought which was to be **typical** of their fellow **countrymen** for another **five hundred years** was already **fully developed**. Which; meant to Searl: that another step up that **massive ladder** of **time** had been won on the **S.E.G.**

To the **Egyptians**, upon Searl **understanding** that it has been said that the **geometrical** point was realised only as a **mark** or **position**, the **straight line** only as a **stretched string** or the **tracing** of a **pole**, a surface merely as an **area**: Searl feel that our **experts** may be **undermining** their **intelligence** by **assuming** such a state. If our **experts** are **right** or **wrong** does not **matter** as Searl doubt if now we shall ever be able to **prove** what their **reality** was like at that time.

Searl accepts that their **knowledge base** of that **time** was not as great in **respect** to ours of this **time**. **Note**: that will also apply to you that your **knowledge base** will not be as great of those in a **1000 years' time**. Searl suggest would it not be better to state that Searl am trying to do his best to help this planet and all which has to share it, then to say that you am the world's **top expert**; because tomorrow you will not be so.

Searl accepts that to **Thales** it seems these entities took on the more **exciting nature** of **elements** in an **artefact** of the **mind**, a **formal logic bound system**, a **new abstract language** in which the **perfection** of **actual space** should be **exhibited unsullied** by the **inconsistencies** which **derive** from **imperfect measurement**. Searl speak of that **formal system**, that **new language**, as **abstract geometry**.

Searl do not care if you **fail** to understand that the **S.E.G.** started even before these times that Searl have stated here. Just to be able to understand that issue you need to be intelligent as common sense is the key to success. Searl agree that he have never **met these experts** of the **past** – **nor have you!**



### 1.3 continues:

Searl gives **credit** to **Thales**, through **Pythagoras** and the **great Greek mathematicians**, **Eudoxus** (c. 408 – 355 BC) perhaps the greatest of them all, the subject received successive additions and refinements until it was **systematised** by **Euclid**, the founder of the **mathematical school** of **Alexandria**; that new city which the **Macedonian conqueror** had caused to be built on the **delta** of the **Nile**.

Searl unfortunate cannot give **Euclid's birth** and **death** as they are not known. Searl agrees that issue is strange – maybe he was a **naughty boy** so they destroyed all information upon him in reference to his **existence**, or his work was saved. The extent of his original contributions to **geometry** cannot be clearly assessed; they may not in fact been great: but Searl states that his **thirteen books** of his **elements** remained the **standard treatise** on the subject for the best part of **two thousand years**.

Searl can appreciate that **Euclidean space** was accepted as **satisfying** in every particular the intuitive **notion** and the **accumulated experience** of man at large in the world: Searl points out that it was accepted in **consequence** as providing the **spatial framework** of **mathematical physics**. Searl states that here again another great man is added to that list of **inventors** of the **S.E.G**, due to the fact that they contributed something of value **directly** or **indirectly** which has made it possible for the **S.E.G** today look **feasible** to **construct**. **STI**: if you thinking of making the **S.E.G**. and renamed it by another name and claim it as your **invention**; that would come under the term **fraud** and **deception**; so be warned!

### 1.4 DEFINITONS AND AXIOMS:

Searl objective in this document is to present the truth that all **inventions** take many **experts** from time when man started to develop such **tools** by which we today can create products of value. What we in **reality** are doing; is to **extend** the arms of those before us, into advancing our progress of **science** and **technology** into the future. Searl points out that the **theorems** of **Euclidean geometry**, by which the detailed **properties** of **figures** in **space** are **derived**, are **based** on **definitions**, **axioms** and **postulates**. Searl states that the **definitions** draw attention as **precisely** as possible to the **typical entities** out of which the **figures** may be regarded as built up; **points**, **lines**, **surfaces**, **geometrical solids**, **angles**. The **axioms record** what is commonly agreed regarding these entities.

Searl wonders what it is in our **modern time** that people cannot see the truth, and if they can have to steal it as theirs. There is tons of **information** out there regardless of the tonnage which man has **destroyed** in **hate** and **greed** over time. It is a sad world when men cannot be **trusted** to **honour** his **word**. Searl **trust** all people until they prove to be **untrustworthy**.



**1.4 continues:**

Searl remarks that any set of **axioms** should consist of **individual statements** which are **mutually consistent**, each one being **independent** of all the **others**: the **axioms** of **Euclidean geometry** have the further character that what they accept as **assumption** in respect of **Euclidean space** is commonly believed to be **true** of the **space** of **experience**. Thus, whilst we should **distinguish** at the outset between the **solid bodies** (**rigid bodies**) of **physics** and the **geometrical solids** of **Euclid**, there is, nevertheless, the underlying belief that the mere **properties** of extension of **physical bodies** are the **properties** attributed to, or **formally derivable** for, the **solids** of **abstract Euclidean geometry**. Searl points out that this belief has been no **embarrassment** to the **physicist**, at least until very **recent times**, and we shall adopt it **unquestioningly** throughout the remainder of this section of this document.

Searl points out that the **postulates** of **Euclid** are not **uniquely distinguishable** from the **axioms**. There are of the same **nature**, in that they are assertions which are unprovable within the **logical system** to which they belong. They **differ** from the **axioms** only in that they are the less obvious of the **assumptions** which must be made in order to remove all the **ambiguities inherent** in the situation. Searl says that if it were not for the requirement that **Euclidean space** should be the **exact formal counterpart** of **space** of **experience**, there might be a **basis** of **distinction**: when this requirement obtains, however, definitions and **agreed assumptions** regarding the entities defined should be sufficient basis for the **abstract geometry**. Searl therefore make no further distinction here between **axioms** and **postulates**.

**Sorry to cut in here as I hope you experts will not mind me informing what words mean to the laymen: AXIOM = self-evident truth requires no proof, or rule. This is a short brief of the meaning as used in this document.**

**Postulate = 1. To ask: to demand, or claim. 2. To claim or assume the existence of John Searl or the truth of: as a basis for reasoning or arguing. That is just a couple of options for the meaning of that term.**

You experts may spot that Searl am using **elementary wording**: he am trying hard to help all those not so lucky in **education** to get a chance to understand what he am stating here. As it is intended: to be of **education** value besides being a document on **mathematics**. But surely it is just as interesting to your experts to see how Searl see the world for a change, and then you may first study that which Searl have written before making comments, which are far from being fair to a man who is not a writer; yet trying to present **education** to the **masses** to help them to understand. As Searl am all alone in writing these document; which means he have to undertake all the proof reading as well. If you do spot an error, remember that **expert's reporters** of the **media**: also makes **errors**; and you do not expect that from those people!



### 1.5 STRIGHT LINES AND PLANE SURFACES:

Searl understands that **Euclid** adopted the **synthetic method**, building up by **definition** from the **point**, the **ultimate abstraction**; **position** in **space**, **devoid** of **extension**; through the **line** and the **surface** to the **geometrical solid**, a **finite portion** of **space**, completely cut off from the rest of **space**; by a **continuous surface**, or by surfaces intersecting in **lines**; having the fullness of possible extension, in **length** and **breadth** and **thickness**. Searl says that in statement here he have allowed the **analytic** approach to appear, recognising the bounding surfaces of the **solid**, and their **linear** intersections.

Searl states that the particular **notions** of the **straight line** and the **plane surface** are more **difficult** to **formulate** in the **abstract** than they are in the **practical geometry** of experience, just they are particular stations of the **general notions line** and **surface**. Searl appreciates that to the **Egyptian surveyors** the **stretched string** was an obvious real **adjunct** to their art; and a **plane surface** was to be found wherever a large expanse of still water was unruffled by the wind.

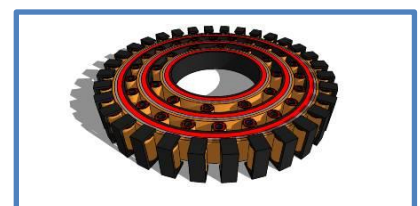
Searl often wonder how many people ever stop to think on how they created those paving stones for the temples courts were worked plane, and lay in position so that the courtyards themselves should have the same charterer. Searl say that the intuitive approach to the **notions planar** and **straight** was direct. Searl feels that we should let us here, in the **general Euclidean tradition**, attempt the **abstract approach**: a **straight line** is uniquely determined by any **two points** in it; a **plane surface** is such that the **straight line** through any **two points** in the surface lies wholly in the surface, or, alternatively, a **plane surface** is uniquely determined by **three points** in it, provided that the **three points** do not lie in the same **straight line**.

You may forgotten that a few pages back Searl stated that he would be giving question for you to answer only based upon what you have studied within this document. Searl am delight to state that now is that time to take a break from this information to see if you have studied it or not. The **question**: that he shall present to you, is a simple enough one for a **child** of **10 – 14 years old** to answer.

From the set of squares below can you defined from Euclid geometry abstract rules what they could be listed as: the question will be in two parts:

Part 1: Which term fits the S.E.G squares?

Part 2: can you match these samples in their pairing mood:



On second thoughts; Searl better put the question on the next page, instead of squeezing it here tight; might be difficult for some of you to read the details.



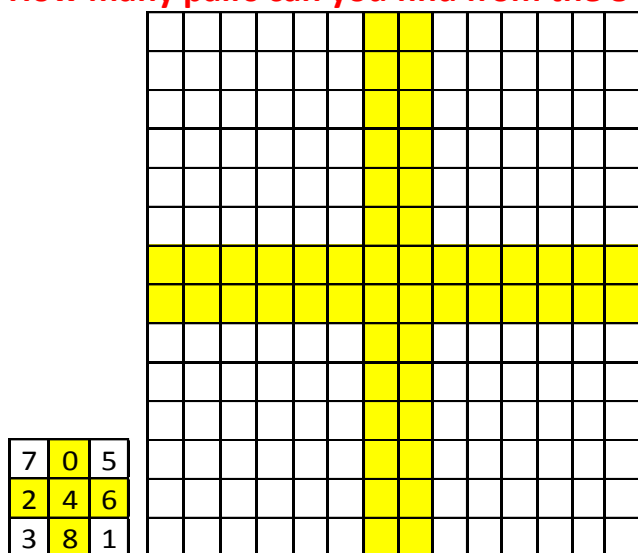
**The question part 1:**

Which of the terms according to Euclid geometry abstract rule which the Searl Effect Generator (S.E.G) FITS?

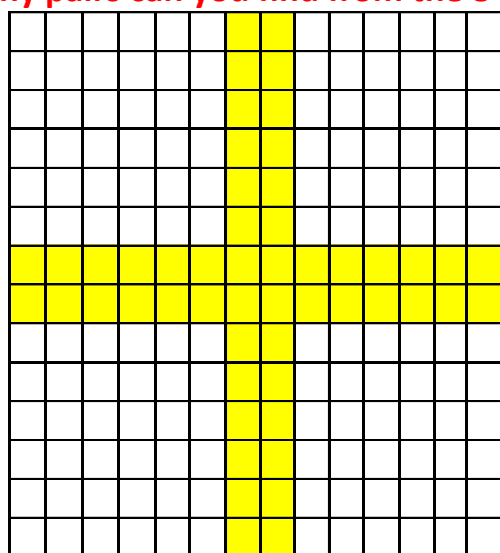
1. Axioms.
2. Postulate.
3. Both.
4. Neither.
5. Theorem.

**Question: part two:**

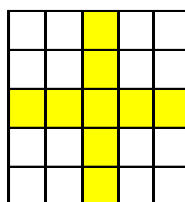
How many pairs can you find from the 8 examples shown below?



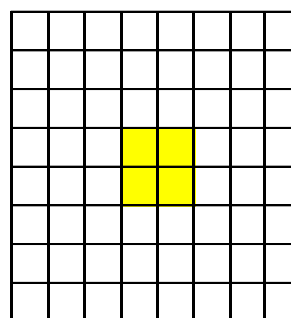
1



2



3

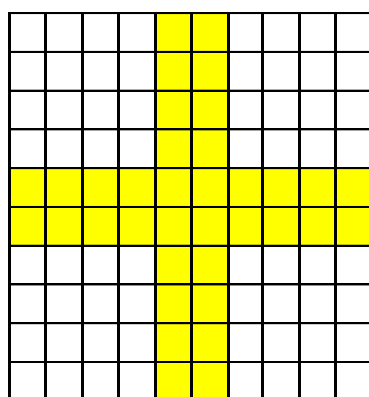


4

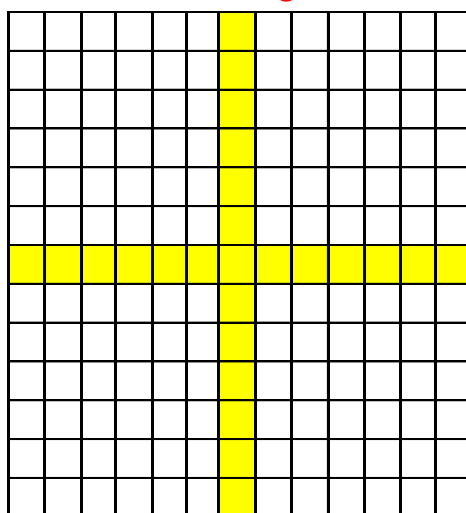
Today all the tools to produce the S.E.G. are here the question which remains: has man got the brains to see it and then make it – I doubt it. I feel Albert Einstein and Sir Isaac Newton would agree upon that issue.



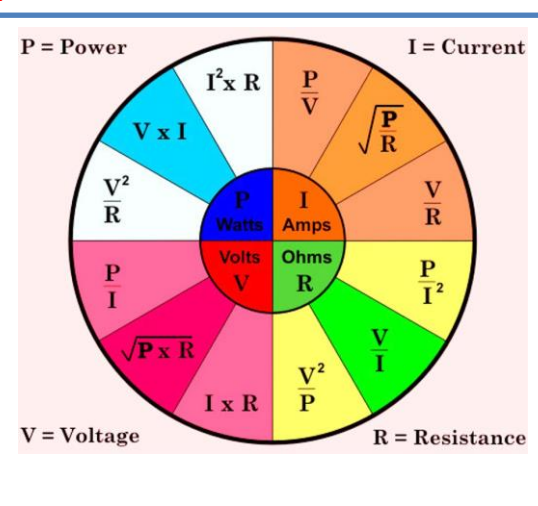
That statement well may be true who knows.



5



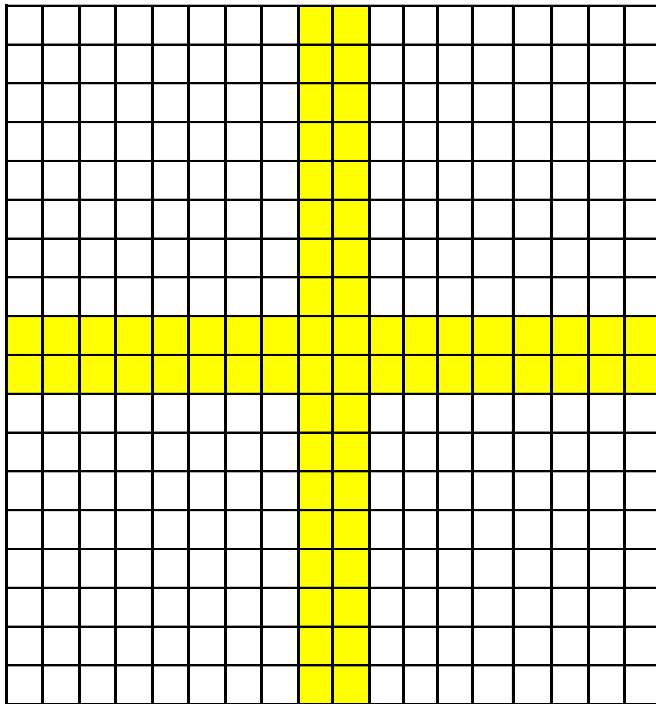
6



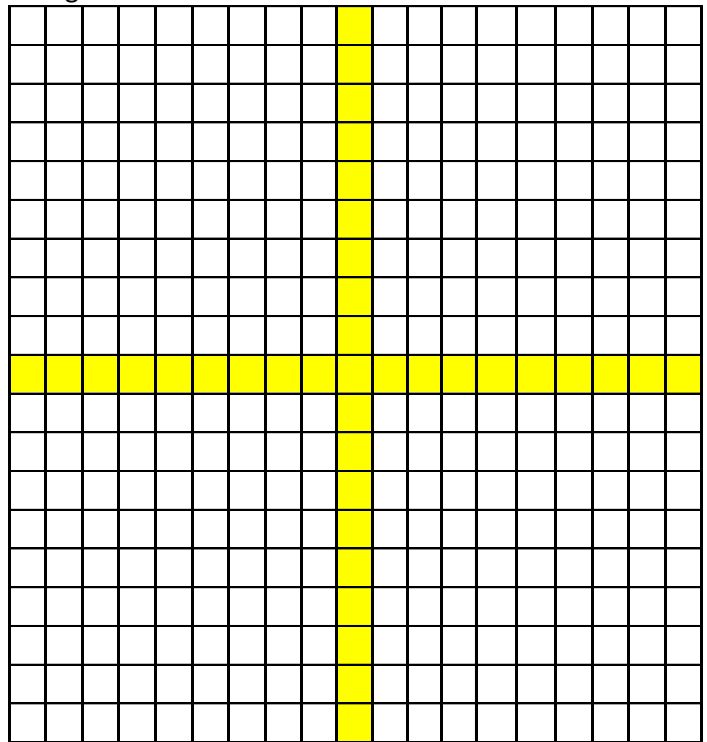
Unfortunate the larger squares require more space which is lacking on this page; therefore, Searl have to move onto the next page for the final two squares. Hopscotch is a child's game in reality that is what Searl feel those experts meant it to be in **Euclid time**. That only the right people will notice that it is not just a child's game; but a **serious field of science**.



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7



8

Here are the complete eight squares, all you have to do is to try to pair them, and so they can be used in construction of products. Boys from **10** to **14** can do them: As Searl have stated this question is for you to answer not me; but of course Searl will give you the answer in another book yet to be written, but not in this one. You **experts** on the **squares**: here is your chance to prove it to Searl. A boy of **14 years** achieved it; I know that is true, because I am that boy John Roy Robert Searl. To be or not to be which is the question, well stated **William Shakespeare – 1564 – 1616** so long ago. Searl found through his life many people are good at talking, but no good at doing. Over the years **wisdom** has talk Searl to take no notice of **talkers** but only on **doers**. Searl cannot return you to the program, as he does not have the scanner software which he knows how to use it. Today nothing is easy anymore. At this time Searl cannot even print the pages he has done since this new printer has been installed. It appears to do everything except actually printing.

Today, **Saturday 30<sup>th</sup> 2014**: During the afternoon he disconnected the printer and returned to the stores and got another new one and installed it. Then he spent to midnight installing it plus two types of photo shop software for me, as Searl am only use to **photo shop** programs. Now; it's only time to see if he can manage this document; which he is trying to write for the benefit of all mankind regardless. Clearly by now you should be able to understand that his life has not been easy, most people would had given up long ago. This is the **real world** of **R&D**; not that **dream world** of so many over the years which Searl have met presenting as their **invention**, which is just trying to copy mine by talk alone, the things Searl have heard them say on **radio** and **television** is unbelievable to say the least. They have no idea what fools they sound like, unfortunate that also **tarnish Searl** and his **work**, this delaying its success to the **marketplace**. They are **indirectly terrorists** they blocking you all of your **human rights**.



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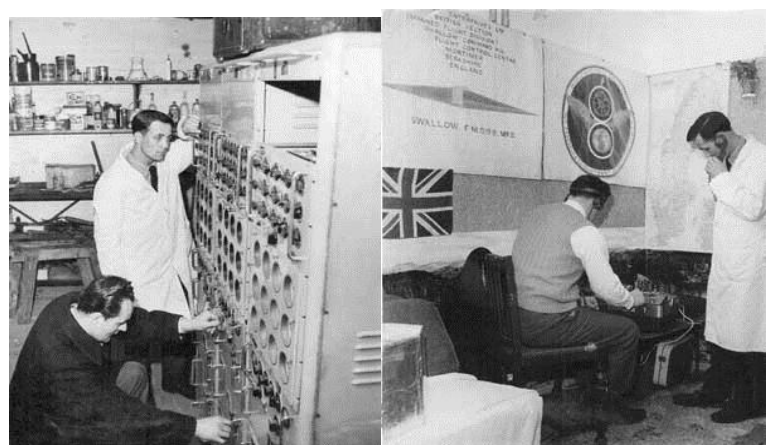
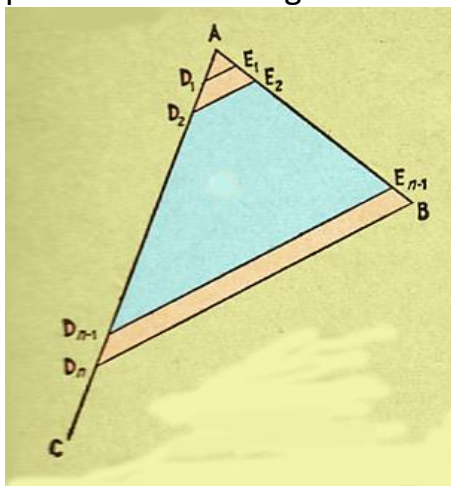
**Monday, September 1<sup>st</sup>**; at last **Morris** has got me up to my old days in writing with the **paint bucket** now in operation Searl can now explain things better. At least I hope so.

### 1.6 MEASUREMENT OF LENGTH IN ABSTRACT GEOMETRY;

Searl states: in relation to **physical measurement** the most important **axiom** of **Euclidean geometry** is one which was **implicitly assumed** by **Euclid**, but not **explicitly stated**: figures may be freely moved in **space** without change of **shape** or **size**. Searl states: that this is a problem which still exists today; these **experts** on the **internet** are **assuming** and not in the **world** of **reality**; on the other hand Searl Team are proving the **reality** by today's **technology**, thus moving you out of the **domain** of **assumption** to the **real world** of **reality**. Searl never down anyone, if it fits **Euclid geometry abstract rule**, the problem is that only a **few** of them do. The **rest belongs** to **no man's land**, just **dreams** of **no value whatsoever**.

Searl continues by saying that this is the **counterpart** of our **intuitive belief** in the **permanence** of the **rigid bodies** of the **physical world**. Searl says that we have moved our **measuring rods** from **place** to **place** and we **assume** that they do not change in any way in the **process**. Searl states: that in particular that he may move any **segment** of a **straight line** along that **line**, say from **left** to **right**, setting down successively in such **circumstances** the **left hand extremity** of the **segment coincides** with the **position previously occupied** by its **right hand extremity**.

Searl goes on to state that in such a way he am able to produce, in the **abstract**, a **rectilinear scale**, **equally divided**, **providing multiples** of any **arbitrary length** as **unit length**; Searl am able, in fact, to **construct a segment** of a **straight line** the **length** of which is any **integral multiple** of a chosen **unit**. Searl claims that he may than move this **rectilinear scale** as he will, and, by bringing it into **coincidence**, along its **length**, with any other **straight line**, Searl states that he may **estimate** the **length** of a **segment** of that **line**, with an **uncertainty less** than **one scale unit**, by the simple process of counting.

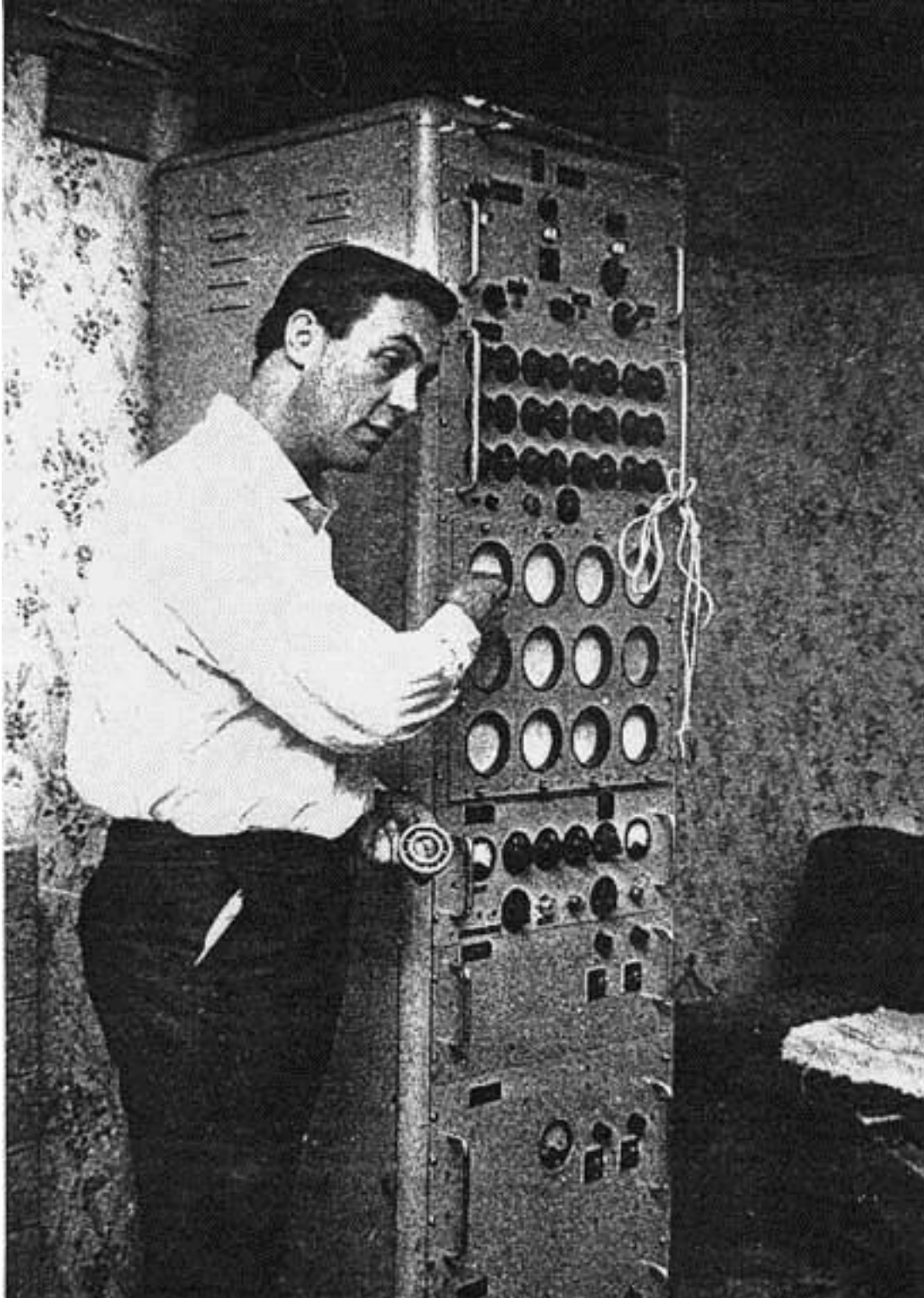




... - - - / ... - - - / ... - - - / ... - - - /

### 1.6 continues:

First Searl wish to state that the **Figure 1** on bottom **page 268** will be explain shortly, after Searl has explain the **two photos** of the **1960s** represents. It was a press open day at George Nickerson home in Burghfield, Berkshire, UK. There you see the equipment Searl had which he had brought for me. Shame there are no **fully equipped units** available for **Searl Museum** when it is set up, to have on show what Searl had to work with.



This is just one of the 12 photos taken by the Reading Evening Post.

George Nickoson actually brought 10 of these for me to use as work was being undertaken at various places. He was indeed a true supporter of my work. He also purchased other equipment that was needed. He was not the only one sending me material that push the work to such high publicly. There was Dr. White USA sent a massive amount of electronic equipment from NASA unused equipment. Today in 2014 nothing like this has happen; on top of that the funds needed have not turned up as yet. George Haynes in the UK brought most of my early materials. So you see what idiots you experts are!

In my days; this equipment I had was the top of the range for **experimental research work**.



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### 1.6 continues:

Searl is unfortunate not to be able show you the **construction** of this **unit** as the **service manual** must be in the container which should by now be on its way to me. Another block of **FACTS** have to be delay for the moment. Searl states that the cost of the **S.E.G.** starts from **1946** to the present date which must include that which the **British Government** put into it through their **14 laboratories**. Which now run into many millions of pounds sterling? Which is more; than a new Boeing 747 fully fuelled?

Searl now return to his subject to estimate **length** more closely than this he obviously require a method of subdividing the segment chosen as **unit** in his **previous** consideration into a number of sub-multiples. Such a method Searl says is available on the **basis** of **Euclid's theorem** that a line drawn parallel to one side of a triangle cuts the other two sides proportionally. Searl suggest for **AB** (**Figure 1**) our **unit length**, one division of our scale, and let **AC** be any other **straight line** drawn through **A**. Searl states that if it is required to subdivide **AB** into **n equal segments**, take any length **AD<sub>1</sub>** and set it off **n** times along **AC** in the manner above described in relation to the construction of an equally divided scale, so that **AD<sub>n</sub> = nAD<sub>1</sub>**. Join **D<sub>n</sub>B**, and draw, through **D<sub>1</sub>, D<sub>2</sub>, ..., D<sub>n-1</sub>**, lines parallel to this line. Searl states: that if these lines cut **AB** in **E<sub>2</sub>, ..., E<sub>n-1</sub>**, the last mentioned points subdivide **AB** as required. Searl states: that the requisite construction is that of drawing a line through a given point parallel to a given line, Searl says that of essentially that of constructing an angle equal to a given angle; Searl suggest: **∠AD<sub>1</sub>E<sub>1</sub>** equal to **∠AD<sub>n</sub>B**.

Searl states that so far with **Euclid**, but **abstract geometry** is not subject to the iimitations of **magnitude** which determine the **practicability** or otherwise of actual manipultions of bodies in the **physical world**. Searl states that when we can extend in thought, the process of subdivision of my **linear scale** to whatever degree of fineness I can imange, and so provide myself with the means of estimating the **length** of a straight line sgment; or the distance between **two points**: to within any specified residual uncertainty. Searl says let us consider the operations involved if such an estimate is to be expressed in the **decimal notion** of **Stevinus – 1548 – 1620** and **Henry B1556 – 1630**. Searl qoutes that the **rectilinear scale**, uniformly divided to give multiples of the unit, is brought in coincidence with the **straight line segment** of unknown length.

Searl states: the real leader has no need to lead; therefore Searl is content to point the way. Searl also reminds you that he who has never learn to obey cannot be a good commander; which has appeared a major problem since 1963 to the present date. This is the reason why Searl has now had to take over control of the works. Searl was hoping that a team could be formed that could run the system without him having to; to know that work will continue after he has passed on and forgotten.



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### 1.6 continues:

Searl reminds you that **one** of the **points** by which the **scale** is divided is made to **coincide** with one end of the **segment**, and it is found, by counting, that the other end of the **segment lies** in the **(A + 1)th unit** interval along the scale, **A** being the **appropriate integer**. Does this **square six central cross agrees** with **Euclid geometry abstract rule** or not?

		23	13			36
		24	14			38
3	28	15	21	27	4	98
33	10	16	22	9	34	124
		19	17			36
		20	18			38
36	38	117	105	36	38	370
37					37	



Can you make the two diagonals: equal the same value?

Does the left bottom to right top step in equal steps along that straight line?

Does the top left hand to bottom right step in equal units?

Does the difference between both stepping segments of the diagonals equal two?

If you agree that the cross do not affect the diagonals, then can you fill in those missing numbers to prove they are equal?

Then fill in those missing numbers to equal the values of each line of the two diagonals; if you can then you are better man than I Gunga Din.

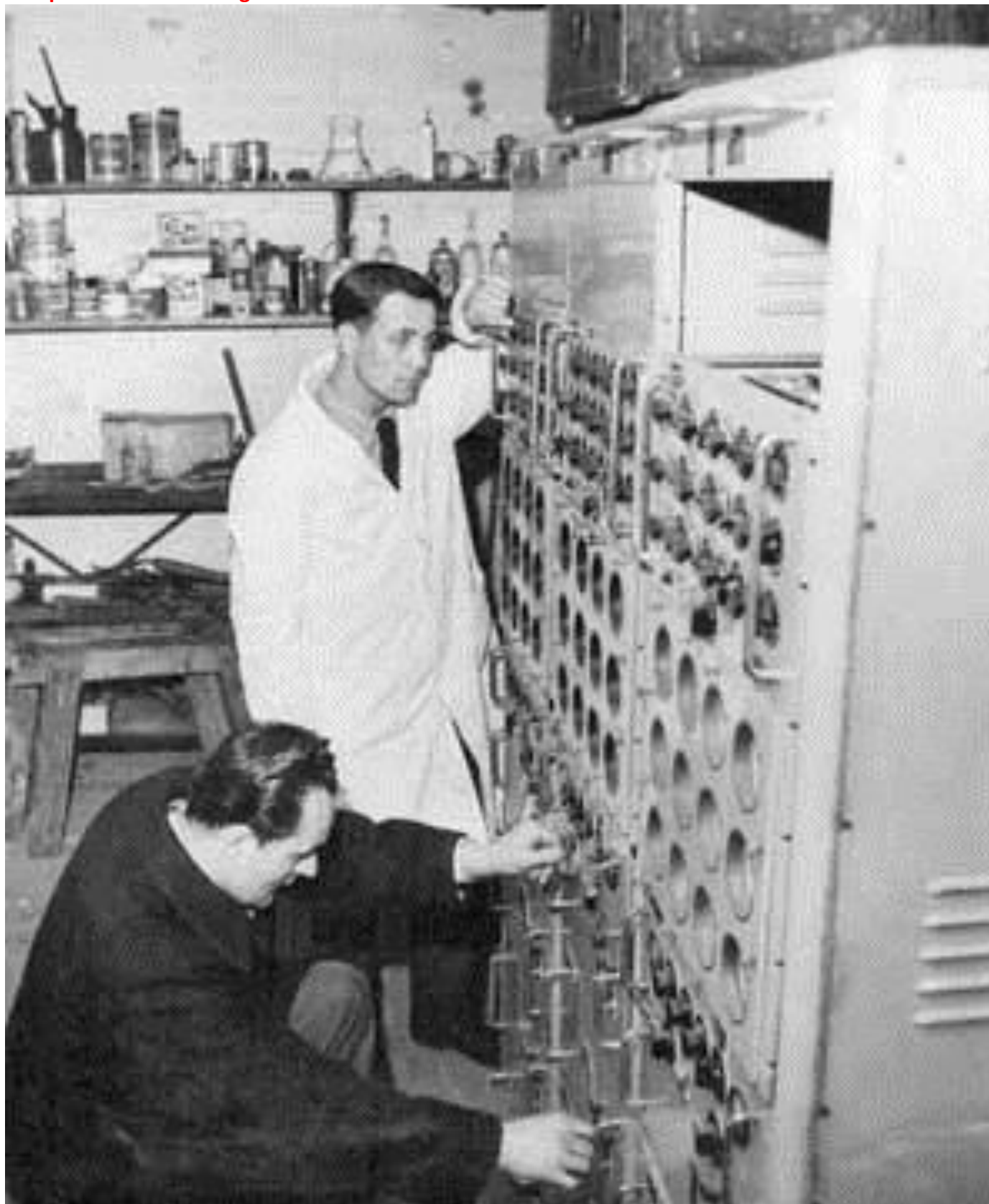
Searl will now return to the information to which he was explaining: **measurement in length** in **abstract geometry**: Searl says that the **(A + 1)th** unit interval is then divided then into 10 equal sub-intervals by the method juust described. Searl reminds you that when this is done, the end of the segment is found to lie in the **(a + 1)th** sub-interval, Searl says ; that the **a** being another **integer**. Searl also states that the **(a + 1)th** sub-interval is therefore divided into 10 equal smaller intervals and the position of the end of the segment in these is determined, as in the **(b + 1)th** smaller interval, say, with **b** integral. Searl says that by now that the process of successive subdivision, location and counting is continued until the residual uncertainty is less than the originally specified small quantity. Searl continues to state: that the **length** of the unknown interval is in fact **A•abc...**units of length, to as many places of **decimals** as required.

Searl like to remind you that let he who would be moved to **convince** others, such as **STI**, be first moved to **convince themselves** that they do not **own** my **technology** nor my **copy rights** which they are informing a party that they do. Searl says: **don't cry for me STI, I know that will not be easy after what you have done to me**, but I can give you a helping hand to forget with my **cat** and the **nine tails** if you need help! Searl states that he will try not becoming a **man** of **success**, but a **man** of **value**.



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**This photo is for doubting Thomases**



**Dr. Edwards + Gunnar Sandburg** inform would be investors that I had nothing, not then, or now or the future thereby **turning off investors**. Well **Dr. Edwards** don't you feel ashamed of yourself, what a **disgrace** you are to a **university**. The pair of you needs **12 whacks** of the **cane**, and I would be delighted to **administrate** the **medication free of charge**.



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In the first **unit** you notice an **empty space**, unfortunate I had not had time enough to make changes in it for the work which I was undertaking there. Yes **Dr. Edwards** not only had I these here, but **one** in my living room, plus **two** in the operating shed, and **4** on the site of **Demo one**, all purchased by **George Nickolson** plus other **professional equipment**. **Dr. Edwards** and **Gunnar Sandburg** you both have been **very naughtier boys; creating a bad repetition** of **universities behaviour**. You should be **birched** for such crimes you committed.

Searl return you to his discussion on **Euclid geometry abstract rule**:

Searl remind you that if the segment of the unknown **length** had been the **diagonal** of a **square** of which the side had been taken as **unit length**, Searl know from **Pythagoras's theorem** that the process of **measurement** would have **yielded** the **result: length of diagonal = 1.41421356 ...** sides. Searl states that it is clear that in **imagination** that is with full validity in the **abstract**, the **geometric procedure** in this case is no more limited than is the **arithmetical procedure** of **extracting** the **square root** of **2**. Searl claims so that in general: in the **abstract** the problem of determining the distance between **two points** has been solved, once the **unit of length** has been chosen, at least as long as I are **satisfied** with an end result which is **inexact** in the **sense** that the **ratio** of **incommensurables** – as an **arbitrarily** chosen **unit length** and any other **length** must **generally** be – cannot be **exactly expressed** in the **decimal notion** by **digits** in a **finite array**.

Searl has now to consider the problem in **practical geometry** and the **limitations** therein encountered. As Searl has stated so many times on air that these **experts** on the **web** who **down me** and those who are making a flying saucer to go to Mars in 2 weeks' time, have no idea what they are saying, but **fools believe** them: strange that was my **first medical lesson** that **fools** will believe anything accept the **truth** – and how **true** Searl has found this statement to be through his **adult life**, which by the way is still kicking. Which for your **information**: Searl is **82 years + 4 months** and **2 days old** at this time of writing.

Searl also accepts: happy are those who DREAM DREAMS and are ready to pay the price to make them come true, as Searl has done all his adult life. Only to find so many evil minds to stop his dream of a better world for all humankind regardless. Searl has asked all world governments during the 1960s: why are they so many mental persons on this planet who are determined to stop progress that which is urgently needed. They just reply saying they wish me luck and success. Searl understands that they can do nothing, unless all people stand beside the government and make it happen. Searl states that surely success is the sum of small efforts, repeated day in and day out. Searl states that this sadly is what is happening at SMI: more precise at odd days, not every day, and he appreciates those odd people who are trying to make it happen; it will happen, but it will take time, sad to say. Searl is trying to get this document out to draw attention to our needs. Volume one has been released by Searl and now working on Volume two.



**1.6 continues:**

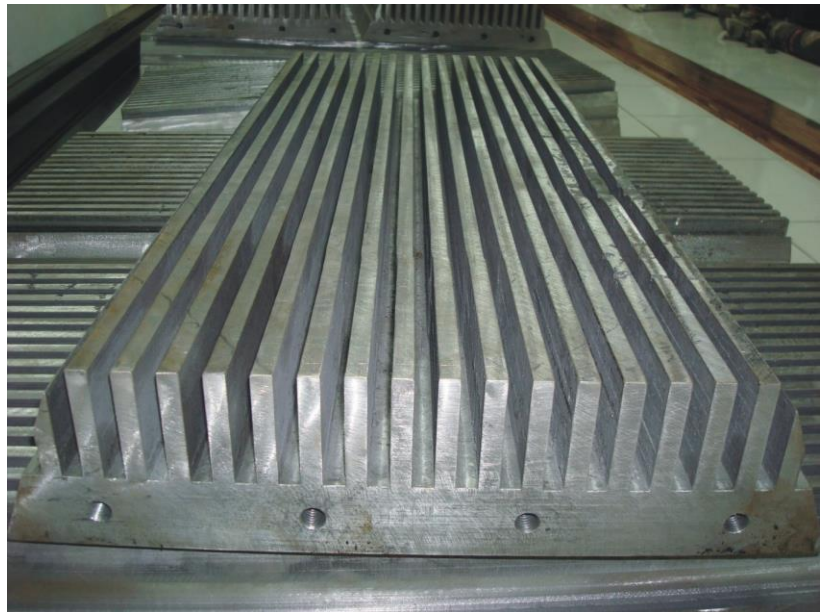
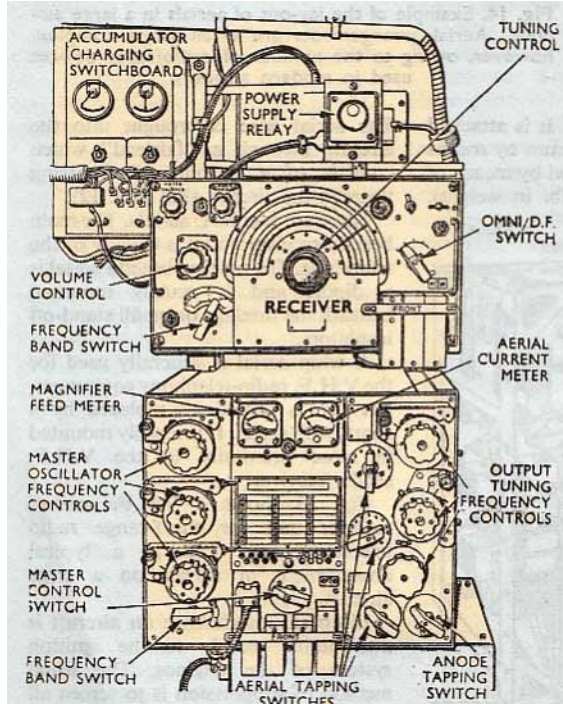
Searl says that first; however, there is one further consideration of **relevance**. Searl has so far regarded the **rectilinear scale** of his **abstract geometry** as subdivided by **points**. Searl say that he could equally well regard the divisions as marked by **parallel straight lines**, or by **parallel planes**, through these points, the dividing lines, or planes, as the case may be, being at right angles to the **length** of the **scale**. Searl states: that *the* **perpendicular distance** between **two parallel lines**, or **two parallel planes**, is, equally with the shortest distance between **two points**, a single-valued quantity.



Here is another **press photo** of the **period 1960**, which shows **2** of these **12 channel recorders** in my flight **control centre** in **Berkshire, UK**: In this meeting of the press I am giving instructions of a **flight program** with my **Portugal ham operator** to show how I operate my **flight programs**. Unfortunate in this press photo the **Transmitter** the: **Marconi AD.87B/8882B aircraft radio**. But we **pilots** had another name for them; do you **pilots** remember them? Yes, indeed, it was the **transmitter** the **T.1154** and the **R.1155**. Which was seen on **television news**: me operating this equipment: which immediately brought the licensing detectives: running to my door, to inform me what I already knew that I had no licence. They came to confiscate the equipment; but after I explain why I needed it, they left it and told me to fill in the application form to get a licence. When you go on **television** there are **legal people** watching you. Even at a football match, racing, anywhere where masses gather to watch an event – eyes are searching for who is there. Searl advice if you done something wrong don't let them sees you at these events.



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Dr. Edwards the **T.1154 + R.1155** was the equipment I used, and this work we have done: you know you **slander me** WHY - **GREED**.

I first came into contact with this equipment, while serving in the **arm forces** during the end part of **World War II**: on the **Coastal Command short body Sunderland's**. Thus knowing this option of aircraft radio to the other option; I took this one, for the **I-G-V** testing. Searl points out that this was a **typical** of **modern practice** in **large commercial** and **service**. Searl reminds you that he is talking about his time, not yours things have changed greatly.

Searl explains that this was a **Marconi sending and receiving installation** for **general communication** and **direction finding**: please **NOTE** Dr. Edwards, you told investors that I had nothing because I would not sign you **con contract**. Searl informs you that the **sender measurements 15¾ inch x 16¾ inch x 11 inch**. And the **receiver: 10 inches x 16½ inch x 11½**. Searl states that the **total weight** of the **complete installation** was **approximately 190 lb**. This is the class of aircraft which Searl speaks about here.



Yes **Dr. Edwards** that is me in a **wheelchair** due to damage to my legs at **80 odd years old**. I am still interested in flying machines and am restarting training staff **Dr. Edwards** for the repeat of **1968** work on the **I-G-V**- here in the States. I have notice that these short body Sunderland's are still available to buy today, which is amazing.

Searl states that we all are all **inventors**, each sailing out on a **voyage of discovery**, guided each by a private chart of which there is **no duplicates**: Searl accuses **Dr. Edwards** and **Gunner Sandburg** of **inventing lies** that comes under the term of **slander**. You both need a **public birching**.



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Searl agrees: that the world is all gates, all opportunities, everyone who wants to achieve success can do so. Searl states that you cannot blame him for thinking that **Sussex University** like **employing liars**. Let's face the facts that the Abbey in Glastonbury become the richest in Europe because they were better liars then other abbeys in Europe. Searl will now return to his article on his equipment which **Dr. Edwards** told investor that he never had.

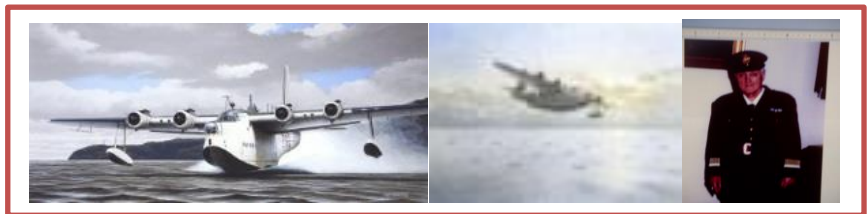
The year was **1950 late August**, when I first get to know this **R&T gear** and brought the same with my own money as usual. Searl recalls that transmission and reception on both short and medium waves are provided, and continuous, or **A1**, waves (**CW**), modulated continuous, or **A2**, waves (**M.C.W**) or **radio telephony** can be used. **Direction-finding** facilities are available on the medium-wave bands of the receiver by the use of a rotating loop-aerial, with facilities for visual and aural **D.F** and homing. Searl say that the **sender** covers the following four frequency bands:

**Range 1, 16.7 – 8.7 Mc/s**

**Range 2, 8.7 – 4.5 Mc/s**

**Range 3, 4.5 – 2.35 Mc/s**

**Range 4, 500 – 200 Kc/s**



Searl states that the power supplies for the sender and receiver are obtained from two motor generators which in turn are supplied from an engine driven generator. Searl knew that the **L.T.** power supply unit supplies **6.3 volts** for heating all the **receiver** and **sender** valves, and approximately **220 volts** for the anodes of the receiver valves. Searl recalls that the **H.T.** motor-generator supplies **1,200 volts** for the **anodes** of the **sender valves**. Searl also recalls that the starting relay of the H.T. power unit is energized by the L.T. output of the **L.T.** power unit so that **H.T.** cannot be applied to the sender before the filaments are alight. Searl is aware of the power consumption of the equipment is approximately **250 watts** when in the receive position and **500 watts** in the send position. Searl recalls that the **R.F. output is 50 – 80 watts** on **C.W.** and a quarter powers on **R.T.** and **M.C.W.**

Searl used a fixed aerial running down the garden was used for **M.F.** and another trailing one for **M.F.** these are connected to the **sender** and **receiver** by **means** of a specially designed switch with the following five positions: which you could see on the television interviews: **normal**: **D.F.**: **M.F.**: on fixed aerial running down the fence right side of the garden: **H.F.** on the trailing one down the centre of the garden: and earth. There were other aerals involved used by other equipment.

Searl like to remind you that we are what we repeatedly do. Searl states that **excellence**, then, is not an **act** but a **habit**. Searl also points out that knowing is not enough: Searl states that we must apply? Searl remarks: that willing is not enough: Searl says we must do, which appears to be the missing link. Searl says many think that they know, but the facts are missing, which supports their claims.



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**T.1154/R.1155 continues:**

Searl recalls that the sender circuit consists of a **master oscillator stage** in which an indirectly heated triode is used as a Hartley oscillator, this being capacitance- coupled to a **power-amplifier stage** which comprises **two directly heated pentodes** in **parallel**. Searl remembers that a second indirectly heated triode is used as a **1,200-c/s oscillator** to provide side-tone on **C.W.** Searl points out that this valve is used as a modulator for **radio telephony** and **C.W.**

As Searl recalls it; there was a master switch for controlling the sender is position centrally at the bottom of the front panel and is marked as Searl recalls; **off**; **STD.BI**; **tune: C.W**: **M.C.W.**: **R.T**: Searl shall now attempt to recall the receiver as he rememorize it: that the receiver is an efficient **10 valve super heterodyne** covering the following ranges:

1. 18.5 – 7.5 Mc/s
2. 7.5 – 3.0 Mc/s
3. 1,500 – 600 Kc/s
4. 500 – 200 Kc/s
5. 200 – 75 Kc/s



Searl points out that the **fixed aerial** is used for ranges **1** and **2**, and the **trailing aerial** for ranges **3**, **4** and **5**. Searl memory is busy thinking about this unit that now belong to a period so long ago that time has forgotten: As Searl remembers it; that the receiver has a number of special features, some of which; as Searl recalls: can be recognized from the named parts and controls illustrated in Figure as shown on top of page **275**; that being the page of this subject.

Searl reminds you: that the valves are **(1 and 2) D.F.** switching valves, **(3) R.F.** amplifier, **(4)** frequency-changer. **(5 and 6) I.F.** amplifiers, **(7) A.G.C.** and beat frequency oscillator. **(8)** Detector, output and visual-meter-switching valve. **(9)** visual-meter—switching valve. **(10)** Tuning indicator. Searl inform you that the **I.F.** is **560 Kc/s** according to his memory. If Searl is wrong then we know what the reward: is a jolly good spanking. But Searl feel certain that you will never have that pleasure to do.

To Searl understanding: universal rack mounting. That the British aircraft radio industry has agreed to a scheme for standardizing box sizes and finishes and to a new system for the rack-mounting of the boxes. **Note** Searl stated to his understanding meaning that he cannot at this time confirm this issue; so no reward is warranted.

Searl explains: that the significance of a **man/female** is not in what **he/she** attains but in what **he/she** longs to attain. Searl says: live up to the best in you: lived noble lives, as you all may, in whatever condition you may find yourselves. There are always others worst off than you. And that is my task to help them in need.



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**T.1154/R.1155 continues:**

Searl states at the **age of 6 years + a month plus 20 days old** on **Wednesday June 22<sup>nd</sup> 1938**; upon that date the first new **short body Sunderland flying boat** was deliver to the **RAF 230 squadron** in **Singapore** was chosen to be the first to use it.

Searl understands that in a complex radio installation, this enables units of equipment produced by different manufacturers to be engineered into a complete radio station of considerable flexibility. It also simplifies the work of aircraft constructors in installing radio equipment. Searl feels that this is enough for the time being on my equipment that I had; all of which took lots of **mathematics** to design all parts thereof.

### **1.7 MEASUREMENT OF LENGTH IN PRACTIC: UNITS AND STANDARDS:**

Searl explains that the first problem in practical length measurement is the choice of a unit, and its preservation in a material standard. Searl points out: that reference has already been made to the unit of ancient Egypt: the cubit: and to the official preservation of a material standard in charge of the priests. Searl says that according to our modern British measurement the cubit varied over the year – don't we all? Searl says from about **20.5** to about **20.7 inches**. To searl understanding: that units derived from the cubit, usually by decimal subdivision, had widespread currency throughout long periods of time. Searl understands that six-tenths of a cubit, about **12.4 inches**, became known as a foot, and searl understands that it was much used as a unit in classical Greece and elsewhere.

Searl accepts that there are some indications of its use in Britain in the Middle Ages. Searl agrees that more generally, however, derived probably from near-continental sources rather than from the old Mediterranean civilisation, and a mile of **6000 feet**, or **2000 yards**. Searl can understand that this system with its largely decimal subdivision: **1 mile = 10 furlongs = 100 chains = 1000 fathoms**), was not, however, the legal system, at least after **AD 950**. Searl understand that already, before then, the **12 inch foot: 36 inch yard**: had been introduced, and a regular system of comparison of copies with the standard: which Searl understands was kept at Winchester: had been instituted.

To Searl knowledge: about **AD 965** a law of Edgar ordained that the standard for the whole kingdom should be such as is be observed at London and at Winchester. Searl knows that under the Norman conquerors this duplication was considered to be no longer necessary: thereafter the Winchester standards were deposited in the crypt of Edward the Confessor at Westminster. Searl was informed that the longer yard, of about **39.6 inches**, retained considerable popularity, until its use was finally prohibited by statute of **Henry VI** in **1439**. Searl says that dear old Henry VI played a part in the feasibility of the **S.E.G.** best his soul. Over the years the **S.E.G** developed to this present day.

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**NOTE:** Searl warns you that sprinkled throughout this document will be teasers and problems of many kinds, some simple and some not so simple. Searl says that they are there to amuse and entertain. Searl do not guarantee that he will give you possible answers in this document; but the answers may sometimes surprise you. Their main purposes are intended to help you to develop your brain power to understand the S.E.G.

**Question:**

When is a **S.E.G.** not a **S.E.G.**?

**There are many answers you could give to this question, which would fit it, perfect, in the world of reality. You do not need the world of fantasy to reply**

**WHAT MATHEMATICS IS:**

Searl suggest that when you woke up this morning your first conscious thoughts were probably about the time: in Searl case that is the first thing – good God its **0710** I'm late for breakfast and the carer will had arrived at **0700**. The next question – what day is it? Good heavens it's Saturday: thank heaven no carer comes on the weekends; thank heaven I can get back in to bed and carry on sleeping until Monday. Had you to get up betimes? Were you early or late? Searl accept that a little reflection would give you the answer to the first question. Searl accepts that there may have been a watch or clock in the room to help you with you with the third question; which today is the case in many homes. Or the amount of daylight might have told you something about the time; or the kinds of noise you can hear in or near the house: for me, I am clinical deaf so I hear nothing going on outside. Searl states: How quickly you got moving depended no doubt on what time it was, what day it was, and what kind of program you had before you.

Again Searl points out that if you had to be out of the house by **07.45 a.m.** you did not give a thought to the meaning of **07.45 a.m. which is precisely what you are doing to the S.E.G. you do not give a thought to the meaning of S.E.G.** which is just one of the reason that the **S.E.G.** is not available on the market place today. Searl says that you simply concentrated on getting through the routine of things to be done before leaving home. Searl understands; that you may have put on the wireless just to make sure that the **BBC announcer clock** was not in **conflict** with your **watch**. Searl states: that if you are a **methodical person**; like Searl, you probably organize things so as to have a few minutes to spare for reading about the **S.E.G.** instead of the morning paper. **Searl knows far too well that you would sooner read the morning paper before reading about the S.E.G, as the paper you can find bullshit to excite simple minds where the S.E.G. has no bullshit but only FACTS!**

Searl states that if we all worked on the **assumption** that what is **accepted** as **true** were really true, there would be little hope of advance. Well stated **Orville Wright 1903**, which I sure agree with you on that one. Searl remind you that men spend their lives in **anticipation**, in determining to be vastly happy at some period when they have time. But the present time has one advantage over every other; it is our own. Searl states that past opportunities are gone, future opportunities have yet to come. Searl hopes that you can understand what he is stating here, that you have all missed out on a wonderful world.



**HOW MANY DAYS IN A YEAR?**

Searl works on **FACTS** and not fairy tales. **Mathematics**, the bane of so many young lives, had already staked its claim in your affairs for the day. Searl says take zero-hour for example. Searl ask you what is **07.45 a.m.** Searl ask: and who is responsible for seeing that it is? Searl know that you would say ah, **Greenwich Mean Time**, you will be saying. We all set our clocks by the pips from Greenwich and it is the people at the Royal Observatory who have to make sure that the pips are heard at the right time. Quite right, **Frank Tilsley's** delightful fantasy **A Week of Sundays** reminds us how completely we tend to rely on the **experts** in these matters. And it all comes down to **mathematics**, and it is **mathematics** that tells me where I live in respect to **Greenwich** which is **approximately 116<sup>0</sup> degrees, 58 minutes plus 35 seconds West** of **Greenwich**.

Searl points out, that before the days of radio and telegraph, when life moved on at a more leisurely pace, when people worked by the piece rather than by the **clock**, when travel was not governed strictly by **time tables**, Searl state that no one but the **navigators worried** about the **accurate measurement** of **time**. Searl informs you that the **S.E.G.** is also a **time machine**. Searl states that at ideal speed it has to cover: is a **distant length**; according to **Euclid geometry abstract rule** of **1 foot in one minute**. Here is the question for all of you **experts** who claim that they can make the **S.E.G.** just to prove to me that you do not speak out of your arsehole. I have just one plate and its 12 roller sets – a simple 2 part question:

- 1 ....
- 2 ....
- 3 ....
- 4 ....
- 5 ....
- 6 ....
- 7 ....
- 8 ....

Part !:

On the left side are listed the 8 segment layers of the S.E.G. roller sets. Fill in their weight value. What level is required for the segments? Ideal speed = 1 foot in one minute.

Part 2:

Give the circumference of plate 1. In which the 12 roller sets have to function.

**Sum 33000gms = 12 roller sets.**

**That should prove to be a simple question tougher ones will be appearing, which applies to this model.**

The **S.E.G** must be designed for the task it needs to do; otherwise it will break its earthly bonds and follow **Sir Isaac Newton's first law** and continue upwards. The **experts** stated impossible it would drop over a hedge into a ditch – really said Searl who then ask the **experts** as to how many hedges with ditches are there in a desert? He still is waiting for their answer which is now going into its **20<sup>th</sup> year**.

Searl says that he is happiest while I'm making the greatest contribution. Thank you: **Robert F. Kennedy**. Searl also says: our minds are as different as our faces. We are all traveling to one **destination**: happiness, but few are going by the same road,

Searl understands that **time**, nevertheless, has caused quite a few **headaches** in the past. **Centuries** ago, **Babylonian times**, to Searl understanding; people fitted together the rhythm of the seasons and the rhythm of day and night to form a calendar in which one year was composed of **360 days**. Searl states that it seems that **Egyptians** became weary of the trouble this kind of calendar created; it must have been irritating for the spring to come on later and later each year, causing the farmers to worry about their seed time and harvest. Searl points out; that the difference between the **earth** and the **S.E.G.**; is the **fact** that the **S.E.G.** is perfectly round in shape; thus the roller sets can always arrive at any spot on its surface in a given **time**, whereby, the **earth** is not **perfectly round**; thus the **Sun** cannot arrive at the same points on **time**.

Searl agrees based upon these claims that the **Egyptians** clearly accepted that the earth was perfectly round – so where were the **flat Earth people**? So Searl can safely state that the **Egyptians farmers** also played a part in the **S.E.G.** construction, even though that they were not aware of that **FACT**. Searl points out that to correct this creeping tendency they invented five feast days to be added to the calendar each year. But even so, Searl says: those **365 days** was not quite enough to put the year in the right relation to the day. Searl states that we still wrestle with the problem and there are few people who can claim to know much more of our formula than the bit about the **leap years**. Searl regrets that at this **time** the drawing he wants to add here; he cannot undertake this as his eyes cannot see photo shop instructions.

Searl will present you with more facts as will be used throughout the **Searl Technology companies**. This block is known as **radians** to **degrees**.

Radians	Degrees	Radians	Degrees	Radians	Degrees
0.001	0.057 3	0.03	1.718 9	0.5	28.648
0.002	0.114 6	0.04	2.291 8	0.6	34.378
0.003	0.171 9	0.05	2.864 8	0.7	40.836
0.004	0.229 2	0.06	3.437 8	0.8	45.836
0.005	0.286 5	0.07	4.010 7	0.9	51.566
0.006	0.343 8	0.08	4.583 6	1	57.296
0.007	0.401 1	0.09	5.156 6	2	144.59
0.008	0.458 4	0.1	5.729 6	3	171.89
0.009	0.515 7	0.2	11.459	4	229.18
0.01	0.573	0.3	17.189	5	286.48
0.02	1.145 9	0.4	22.918	6	343.78

Searl points out here that this is the kind of **mathematics** which **are/will** is used in the **Searl Technology products**. Both the **S.E.G.** and the **I-G-V** requires a lot of **mathematics**: that is for sure.



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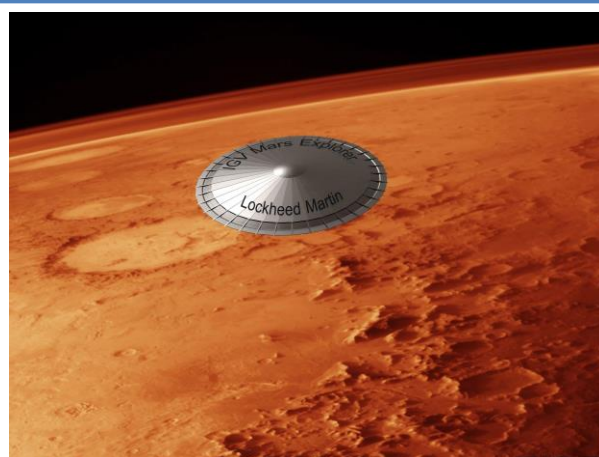
This table covers square 4 from level 1 to level 100; other extended tables will appear in this document:

L	SN	LV	FV	L	SN	LV	FV	L	SN	LV	FV
1	0	30	120	40	39	186	744	79	78	342	1368
2	1	34	136	41	40	190	760	80	79	346	1384
3	2	38	152	42	41	194	776	81	80	350	1400
4	3	42	168	43	42	198	792	82	81	354	1416
5	4	46	184	44	43	202	808	83	82	358	1432
6	5	50	200	45	44	206	824	84	83	362	1448
7	6	54	216	46	45	210	840	85	84	366	1464
8	7	58	232	47	46	214	856	86	85	370	1480
9	8	62	248	48	47	218	872	87	86	374	1496
10	9	66	264	49	48	222	888	88	87	378	1512
11	10	70	280	50	49	226	904	89	88	382	1528
12	11	74	296	51	50	230	920	90	89	386	1544
13	12	78	312	52	51	234	936	91	90	390	1560
14	13	82	328	53	52	238	952	92	91	394	1576
15	14	86	344	54	53	242	968	93	92	398	1592
16	15	90	360	55	54	246	984	94	93	402	1608
17	16	94	376	56	55	250	1000	95	94	406	1624
18	17	98	392	57	56	254	1016	96	95	410	1640
19	18	102	408	58	57	258	1032	97	96	414	1656
20	19	106	424	59	58	262	1048	98	97	418	1672
21	20	110	440	60	59	266	1064	99	98	422	1688
22	21	114	456	61	60	270	1080	100	99	426	1704
23	22	118	472	62	61	274	1096				
24	23	122	488	63	62	278	1112				
25	24	126	504	64	63	282	1128				
26	25	130	520	65	64	286	1144				
27	26	134	536	66	65	290	1160				
28	27	138	552	67	66	294	1176				
29	28	142	568	68	67	298	1192				
30	29	146	584	69	68	302	1208				
31	30	150	600	70	69	306	1224				
32	31	154	616	71	70	310	1240				
33	32	158	632	72	71	314	1256				
34	33	162	648	73	72	318	1272				
35	34	166	664	74	73	322	1288				
36	35	170	680	75	74	326	1304				
37	36	174	696	76	75	330	1320				
38	37	178	712	77	76	334	1336				
39	38	182	728	78	77	338	1352				

1946: 15<sup>TH</sup>  
November; age  
14 years 5  
months and 13  
days old I  
completed the  
work out for 100  
levels of square 4  
these are their  
values.:



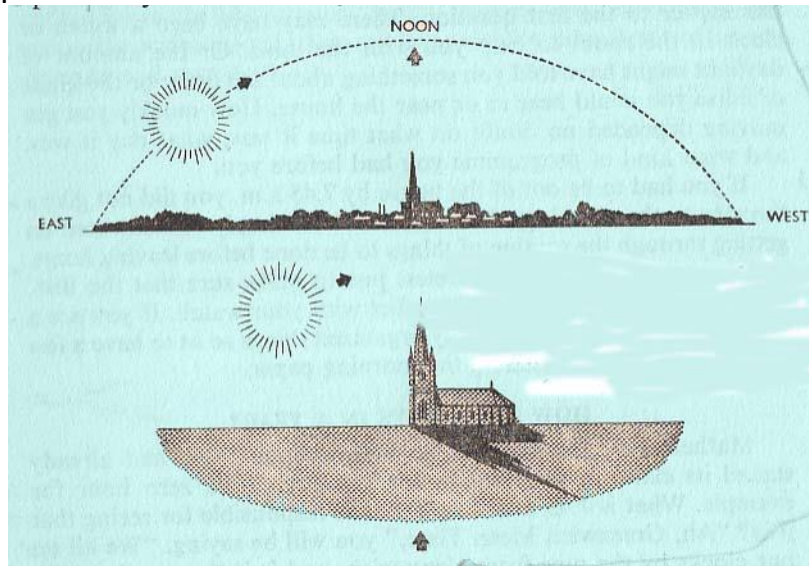
How is that for  
no former  
education? If I  
had that former  
education I  
would never had  
worked this out;  
that is sure a  
FACT! I am that  
boy J. R. R. Searl.



This is the world which has yet to come. Searl Technology will help to give birth to that future. The future looks bright if we all work to make it so. We all have to make our own future, good or bad, we make it so. In the laws of nature there is nothing impossible except that the state of your mind made it so. If anything should be impossible it's you – by your own rules you don't exists!

Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

Searl reminds you that he had to stop because he could not see the photo shop instructions, now Morris has appeared and done it for me so I shall continue from that point.



This is the way we witness the Sun movement from East to West. But that was not the case in the Babylonians days and before: as the Sun rise from the West and set in the East. Thanks to Egyptians records, we are able to get a better picture of their lifetime. Due the fact that the Babylonians were building structures; time was important to them. they had to solve it.

**Figure 1.** Searl says that it is noon when the Sun reaches the highest point on its daily path. The instant of shortest shadow (**below**) shows exactly when this is. The **Babylonians** gave input to the **Egyptians** who in the end solve the year **time** problem. Searl informs you that as **time passes** by so the calendars will have to be corrected for the year.

You can see how important **mathematics** is for the development of the **Searl Technology**. Without **mathematics** no **S.E.Gs** could be created. Searl states that the measurement of **time** is by no means **simple**; namely, it is a **science** in its own right, and one which **mathematics** plays a very **prominent part**. Searl states that this also applies to the **S.E.G**. Searl also reminds you that this is **truly** the **idea** of a day seems **simple enough**; namely, the **time** between one noon and the next: **Figure 1**. You experts think that the **S.E.G** should be done in **3 months**, when it took **centuries** to work out the **daytime** and **year**. Are we who call ourselves experts are really less experts to those of the **Babylonian time**? Searl explains that by means of a shadow stick you can identify noon; if the **Sun** is **shining**. As a little **mathematical exercise** you might now be able to describe with the aid of a **sketch exactly** how would you do it. Searl says that would not be so easy to do with the **S.E.G** concept for the basic design of **construction**. Searl reminds you that if you get into **difficulty** why not carry out the **experiment** and worry out the **solution practically** ?

Searl says that peace does not dwell in outward things, but within the soul: we may preserve it in the midst of the bitterest pain, if our will remains firm and submissive. Searl remarks that peace in this life springs from acquiescence to, not in an exemption from, Suffering. Searl also states: not only is there a right to be happy, there is a duty to be happy. So much sadness exists in the world that we are all under obligation to contribute as much joy as lies within our powers. Strange, Searl says it would only take so little that cost you nothing to make him happy over his lifetime suffering.



Searl will now return you to the main article after the rest he just gave you.

### **1.8 THE STANDARD YARD: HISTORY:**

Searl is from the **UK**, therefore, much more formalised with **British measurements** systems. To Searl understanding that the earlier **British standards** have been lost in the course of **time**. To Searl mind that is strange that we appear to know more about **Egyptians** and **Greeks** measurements long before Christ appeared. Searl accepts that the standard yards of **Henry VII**, **Henry VIII** and **Elizabeth I** are still **extant**, the last mentioned having been the **legal British standard** until **1824**.

Searl understand that the standard of **Henry VII** measures **35.963 inches** in modern measure. Searl understand that all three of these Tudor standards are end standards, unit distance in each case being the perpendicular distance between the parallel end faces of the bar. All three carried markings of subdivisions. Searl understanding that about the middle of the eighteenth century the construction of a new standard was entrusted to **John Bird: 1709 – 1776**, the most **famous astronomical instrument** maker of the day. Searl acknowledge that this standard was completed in **1760**. Searl states that the **Weights and Measure act of 1824 constituted** it the **legal British Standard Yard** and made provision for its replacement in case of **accidental damage** or **destruction**.

Searl points out that was not the only excitement during the eighteenth century, from early that century the **Searl Effect** was being **demonstrated** in **places** of education and entertainment and by late eighteenth century movies were using such demonstration in their films. But it will take **200 years** more before that motor could be made. Searl quote that the Bird standard consisted of a brass bar, somewhat more than a yard long, with gold studs inserted near the ends. Unit distance was defined as the distance between the centres of two dots, one punched in each of the two gold studs, when the temperature of the bar was **62° F**. Searl says that we may refer to a standard of this type as a dot standard.

Searl understands that the provisions of the **Act of 1824** became relevant earlier than was foreseen. Searl understanding was that in **1834** the House of Parliament were burned down, and the bird standard was seriously damaged. For **twenty-two years** the country was without a **legal standard of length**. A commission was appointed to supervise the restoration of the standard and advised against the procedure specified in the **Act**.

Searl says that an individual has not started living until he/she can raise above the narrow confines of his/her individualistic concerns to the broader concerns of all humanity. Searl wonders if anyone really knows what the broader of humanity is. This in itself lie's a problem.

**1.8 continues:**

Searl understands that there, adapting a suggestion first made by the **French astronomer Jean Picard 1620 – 1682**, it had been stated that restoration should be in terms of previous knowledge of the **length** of the **pendulum** which, swinging in a vacuum in the latitude of London, should have a **periodic time** of **two mean solar seconds**, exactly. Searl accepts that it is very properly the commission was allowed to disregard this altogether impracticable instruction and to proceed as accurately as possible to reconstruct the lost standard in terms of its certified copies. Searl knows that this was done in **1844 – 1845**. Five bronze bars were machined as nearly as possible alike, of **1 inch square cross section** and **38 inches long**.

Searl understood that two cylindrical holes **½ inch deep** and **½ inch** in diameter were bored out of one face of each bar, with their axes perpendicular to the length of the bar and each **1 inch** from the nearer end. Searl understands that again gold studs were let into the holes, each stud being engraved with three equally spaced parallel grooves which were arranged to be perpendicular to the length of the bar when the stud was inserted in its cylindrical hole. Searl says that one of the five bars was chosen as the **imperial standard** and the other four were designated parliamentary copies. Searl knew of the use of the new standard was legalised by the Weights and Measures **Act, 1856**, and a precise definition of the unit, the Imperial Standard Yard, was given by the **Act of 1878**, of the same title.

Searl states that according to this Act, unit length is the distance between the axes of the central grooves on the two gold plugs, when the temperature of the bronze bar is **62° F** and it is supported horizontally on eight interconnected rollers so arranged: at intervals of **4.78 inch** as to bear equally the weight of the bar. Searl says that we shall shortly have to consider the implications of these conditions, and of the mode of construction of the standard itself; Searl states meanwhile we should note that the definition is that of a line standard: and record the disposition of the parliamentary copies.

Searl says that one of the copies was immured in a wall of the lower waiting room of the House of Commons, thus passing out of currency for purposes of comparison with the others; one was deposited with the **Royal Mint**, one with the Royal Observatory and one the Royal Society. Searl says that in **1879** a fifth parliamentary copy was constructed as closely as possible according to the original prescription. Searl understands that this fifth copy, along with the **imperial standard**, is in the custody of the **Board of Trade**.

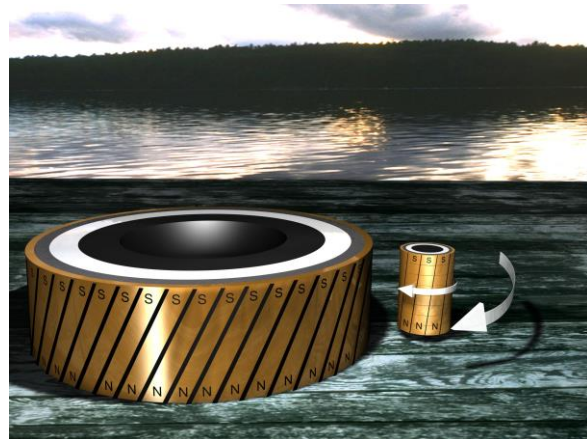
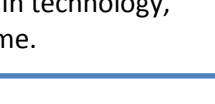
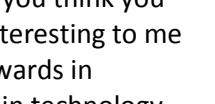
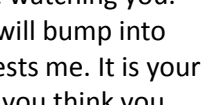
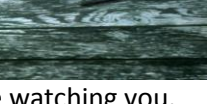
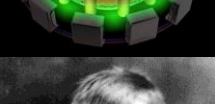
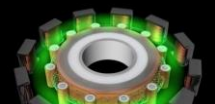
Searl always thought that **5** and **fifth** were the same, or is he wrong? If so, you know the answer what to do. Or did you miss the expert statement here?



Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

I shall now give you a break with the square 4 line values 101 to 200:

L	SN	LV	FV	L	SN	LV	FV	L	SN	LV	FV
101	100	430	1720	140	139	586	2344	179	178	742	2968
102	101	434	1736	141	140	590	2360	180	179	746	2984
103	102	438	1752	142	141	594	2376	181	180	750	3000
104	103	442	1768	143	142	598	2392	182	181	754	3016
105	104	446	1784	144	143	602	2408	183	182	758	3032
106	105	450	1800	145	144	606	2424	184	183	762	3048
107	106	454	1816	146	145	610	2440	185	184	766	3064
108	107	458	1832	147	146	614	2456	186	185	770	3080
109	108	462	1848	148	147	618	2472	187	186	774	3096
110	109	466	1864	149	148	622	2488	188	187	778	3112
111	110	470	1880	150	149	626	2504	189	188	782	3128
112	111	474	1896	151	150	630	2520	190	189	786	3144
113	112	478	1912	152	151	634	2536	191	190	790	3160
114	113	482	1928	153	152	638	2552	192	191	794	3176
115	114	486	1944	154	153	642	2568	193	192	798	3192
116	115	490	1960	155	154	646	2584	194	193	802	3208
117	116	494	1976	156	155	650	2600	195	194	806	3224
118	117	498	1992	157	156	654	2616	196	195	810	3240
119	118	502	2008	158	157	658	2632	197	196	814	3256
120	119	506	2024	159	158	662	2648	198	197	818	3272
121	120	510	2040	160	159	666	2664	199	198	822	3288
122	121	514	2056	161	160	670	2680	200	199	826	3304
123	122	518	2072	162	161	674	2696				
124	123	522	2088	163	162	678	2712				
125	124	526	2104	164	163	682	2728				
126	125	530	2120	165	164	686	2744				
127	126	534	2136	166	165	690	2760				
128	127	538	2152	167	166	694	2776				
129	128	542	2168	168	167	698	2792				
130	129	546	2184	169	168	702	2808				
131	130	550	2200	170	169	706	2824				
132	131	554	2216	171	170	710	2840				
133	132	558	2232	172	171	714	2856				
134	133	562	2248	173	172	718	2872				
135	134	566	2264	174	173	722	2888				
136	135	570	2280	175	174	726	2904				
137	136	574	2296	176	175	730	2920				
138	137	578	2312	177	176	734	2936				
139	138	582	2328	178	177	738	2952				



I am watching you watching me watching you.  
You will never know when you will bump into me as it is your brain that interests me. It is your brain that does everything that you think you are doing. Your brain is more interesting to me as I see how we are going backwards in education while we go forward in technology, which does not make sense to me.

204	210	201	211
213	199	208	206
207	205	214	200
202	212	203	209

What level is this square 4?  
 What is its line value?  
 What is its frequency?  
 What is its ideal speed?  
 Term ideal what does it mean?  
 What purpose is it for?



**Now that you have had a break; Searl will now return to the main discussion:**

### **1.9 THE STANDARD YARD: PRESCRIPTION FOR USE:**

Searl says that regarding the conditions specified in the definition of the unit length, he noted first of all the specification of temperature. As he has already mentioned, the temperature had previously been specified in the **Act of 1824**. Searl quote that this is the simplest condition to understand. Searl reminds you that the observation that bodies expand when they are heated is of some antiquity: Searl knew that as early as the beginning of the seventeenth century thermometers making use of this effect were coming into use. Searl is aware that the general order of magnitude of the effect: in length: for the common metals and their alloys, is **1 part in  $10^5$  per degree Fahrenheit**.

Searl is also aware that the specification of the mode of support of the standard is also connected with temperature effects, though indirectly. Clearly, if the temperature of the standard at the start of a comparison is not the specified temperature, it must be brought to that temperature. Searl quotes: This is more easily achieved if the standard is not in contact with a large body, not, for example, in direct contact with a table or bench. Searl points out that again the support must be such that during the process of temperature adjustment there is no possibility or frictional effects between support and standard which might interfere with the small expansion or contraction appropriate to the requisite heating or cooling.

Searl states: that the specification of support on rollers ensures both a small total area of contact and a minimum of frictional interference. But Searl points out that the specification of eight rollers represents a compromise in respect of another effect. Searl knows that it is a fact of his experience that a heavy bar, supported only at or near the ends, sags slightly in the middle. Strange how Searl dream one of the game hopscotch of its eight squares fits neatly here. As Searl states that the use of eight rollers, rather than two, reduces this effect, which must in general alter the horizontal distance between any two points on the bar, if only to a small extent.

Searl states: happiness comes to persons who seek it least, and think least about it. Searl says that it is not an object to be sought; Searl concludes that it is a state to be induced. He also says that it must follow and not lead. It must overtake you, and you overtake it. Searl says if this sounds complicated, don't worry about.





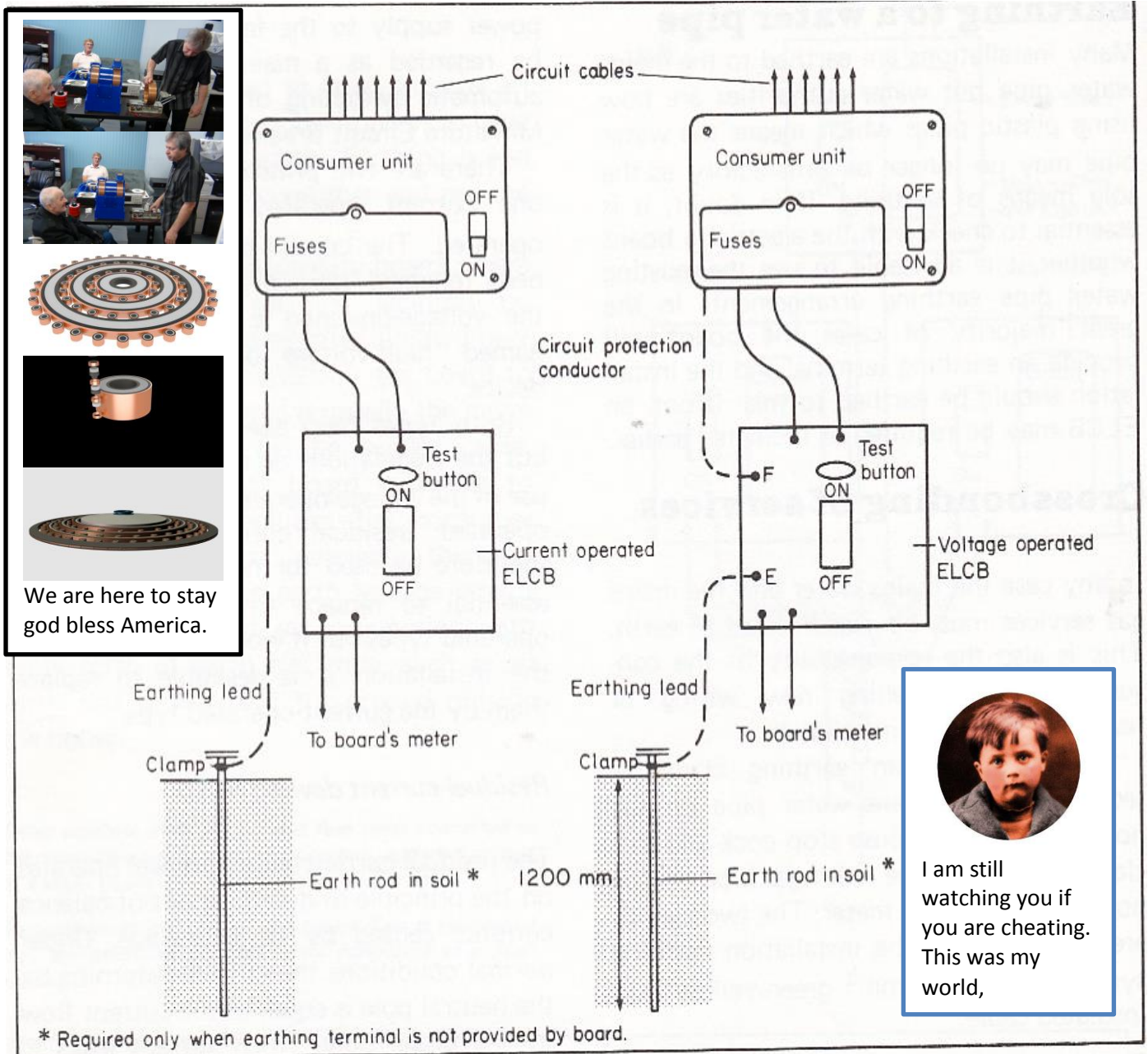
I shall now give you a break to take a look at this square, I hear so often said from these experts as to what value have the squares got. Here is the proof. If you are a real engineer designer these figure should stand out like a missing head on a person. If you do not see what these figures are then you are not an engineer.

2832	2838	2829	2839
2841	2827	2836	2834
2835	2833	2842	2828
2830	2840	2831	2837

Yes this is a square but it is in reality, more than a normal square. It is scientific information, which is in common use throughout the world today. This is the first possible option from the tables; there is nothing less in value which is available.

Searl reminds you that alternatively, some **proofs** are presented in outline form, omitting unwieldy calculations. Specialized exercises labelled Guided **Proofs** lead students through the initial steps of **constructing proofs** and then utilizing the results. Searl states: finally, to give students of **Searl Global Technologies** additional practice, the **proofs** of several **theorems** are left as exercises.

As Searl says so often that **education** will always present **problems** as **technology increases**, so we must group such systems into a possible system of **learning**, so students can fit into such **domains** in comfort and not under stress. **For we create the future which is meant to be.**



The connections at the mains for a current-operated earth leakage circuit breaker (**residual-current device**) and a **voltage operated earth leakage circuit breaker**, A home will not look after itself, and the occupant must be prepared to do battle with **damp, rust and corrosion, fading, peeling, woodworm, leaks, blown fuses**; and much more besides. Searl states that most of these problems can be **avoided** if **materials** are selected for the building must more suitable than that which is used today. **Logic planning** of lay out plays a vital part in solving these problems. You claim impossible – sorry, **13 Blackburn, Grahame Park**, I converted that **3 floor flat** and it was like a hot house even in mid-winter and that was an old flat. Building one from start would be even hotter at an **extremely low** use of **energy**.

Unfortunate, this page was a repeat of the page before it, thus, I have replaced it with this information of my learning of that time which gives you a break from all those figures. Sorry about this problem of my eyes. Seeing is still a problem.





Searl states that the future has great promise, if only we could wake up to the facts that exist around us and turn them to **our advantage of a better world for all of humankind regardless.**

2823	2829	2820	2830
2832	2818	2827	2825
2826	2824	2833	2819
2821	2831	2822	2828

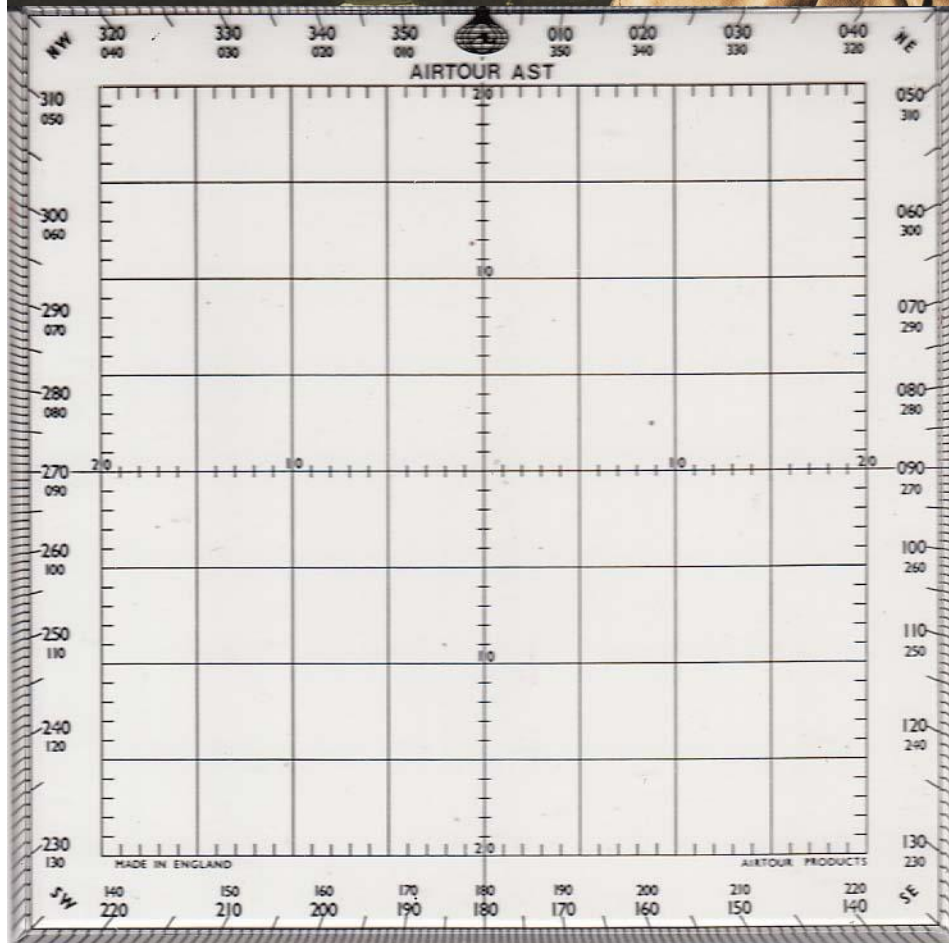
Here is another square that is based upon a set of special values, not as a normal set of values, which I have been explaining in my books. Can you identify what they represent. If you are an engineer: then that should not be any problem.

I have terminated the angle table at 44 degrees, as the angle from that point become greater to that which my intending business requires. I agree that the **SEARL EFFECT GENERATOR S.E.G** at this time has been based on a **domestic unit of 15Kw**. But take note there have been and still are discussions proceeding on much larger units for feeding the grid supply.

In reference to the angle tables, are mainly for design of the **I-G-Vs** or buildings whose construction is based upon the disc shape in concept. Referring back to articles which I was quoted that came to a dead stop due to the fact I could not cope with the new photo shop software due to my eyes mainly. I have undergone surgery on both eyes, but they will take time to heal. But for the time being I shall work only on getting used to working with photo shop so I can continue those articles as I intended them to be in the first place.

Searl will update wherever possible in reference to computer **Algebra Systems** and **graphing Calculators** to reflect the most **current systems** and **software**.

Searl states: all **men/women dream**, but not **equally**. Those who **dream** by **night** in the dusty recesses of their minds wake in the day to find that it was **vanity**; but the **dreamers** of the **day** are **dangerous men/women**, for they may **act** their **dream** with **open eyes** to make it possible. Searl reminds you that **life** is **raw material**. We are **artisans**. Searl states that we **cansculpt** our **existence** into something **beautiful**, or **debased** it into **ugliness**. It's in our hands. Searl also **quotes** that **men/women**, while **he/she loves**, is never quite **depraved**. Searl states that he is too big too take **offense** and too **noble** to give it. How **true these quotes are**.



If you are a pilot of a light aircraft you may have one of these, as I have. It helps us to calculate out our flight path. Here again is proof that mathematics plays a vital part of our life cycle. This illustration shows my requirement for a mission as a square, and it fits my case perfect. Squares are nothing new they were around before Christ appeared and still going strong. It is not the only shape used within my technology.

Space is the **future**, we must prepare for that **time**, as we must **invent** the **technology**, to bring it into the **world** of **reality**. The: **I-G-V** will be that **future**. Help us to make it so; together we can as the technology is here now!



Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



This is the present, the future has yet to come, and Searl Aerospace is at the forefront of the future. Keep watching the internet for updates. We are here in the States the land where the future is being born.

All of these **technologies** require **mathematics** regardless; from which we can model the idea, for a go or no go state. Searl state: exercises **labelled true** or **false**? Are just to test student's understanding: of **mathematical concepts**. For each exercise, students are required to give **examples** or **justifications** to **support** their **conclusions**. Which you may have already noticed: within this document.

2830	2823	2828	Is this false or true? Give your conclusion as to why? Is the values important issue, if so, what are they? Real engineers will know the answer. The answer is elemental, if you are an engineer
2825	2827	2829	
2826	2831	2824	

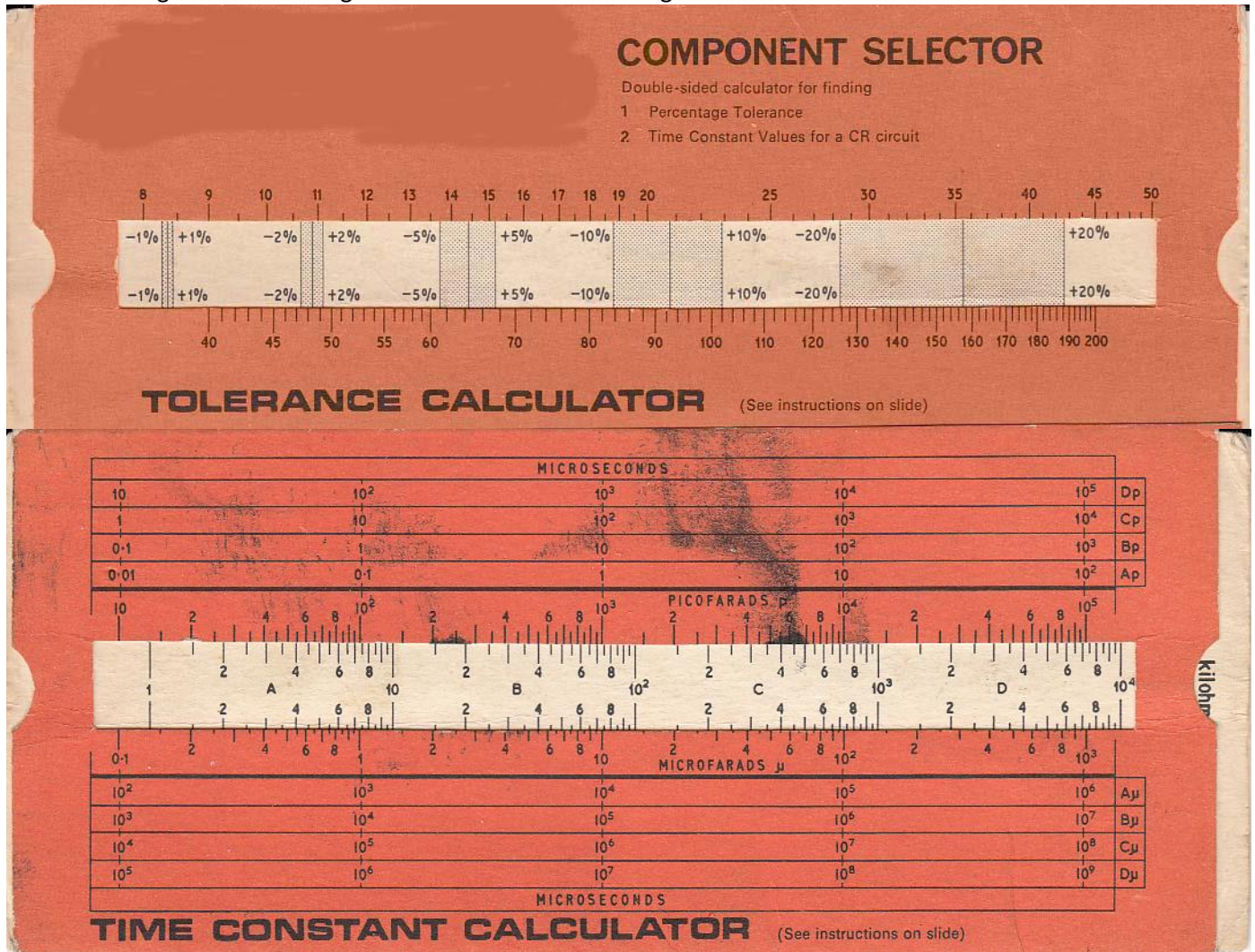
Searl agrees that **guided proof** exercises are designed to help **students** seeking posts within **Searl Global Technologies**, to be successfully complete **theoretical proofs** by leading them through the **logical sequence** of **statements necessary** to reach the **correct conclusions**.

Searl will endeavour to **create section summary** from **time** to **time** within this document. Searl intensions of these **summaries** highlight the **key concepts** covered in this document and **function** as a useful **organizational** tool for student study and review. Searl says that he also intends that in each section of this document where possible he will **conclude** with two section **projects**. Searl sincerely hopes that these projects offer the **opportunity** for **group activities** or more **extensive homework assignment**. Some Searl will focus on the **theoretical concepts**, whereas others will be **applications-oriented**. Searl trust that many will be **encourage** the use of **technology**.

Searl hopes that he will include cumulative **tests** to help students for **post** within the **Searl Global Technologies divisions** **synthesize** the **knowledge** which they have **accumulated** throughout this document, as well as prepare for exams and future **mathematics courses**.

Searl states: that the amount of **satisfaction** you get from life depends largely on your own **ingenuity**, **self-sufficiency**, and **resourcefulness**. Searl quotes that people who wait around for life to supply their **satisfaction** find **boredom** instead. Searl reminds you that to know the **true value** of **time**; **snatch**, **seize**, and **enjoy every moment** of it. **No idleness**, no **laziness**, and **no procrastination**: never put off till **tomorrow** what you can do today. That is Searl all over: he does not put off today what he can do today; he is typing over **20 hours per day regardless**.

Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



April 1967, at Mortimer, Berkshire, United Kingdom, simple rulers like this shown here played large part of my study work on both the I-G-V and S.E.G. Sorrow that the second clip got damaged by careless work member. They may look cheap because they were free to us. The truth you seek; we give it; no matter how simple they may look or how impossible it may look. It is a proof that once existed that helps me along the road of success.

Today you have computer testing for commercial pilots, which covers mathematical problems which you have to understand. My task is to see that you understand what you are observing in an interesting way. I sincerely trust that I am achieving just that. Why am I presenting this information here? The real objective is to help people to understand mathematical problems. As Searl Aerospace is all about advanced flying technology under development here in the U.S.A. Agree it started in Berkshire in the United Kingdom and now in process of transferring to the United States? And I have appointed Mike Windle as head of the flying side. He is under training to replace Russell Anderson who has transfer to STI. We wish him success in whatever they have promised him.

In all industrial sites there are a few workers who think that the grass on the other side of the road is greener, and transfer – often they find that it is not the case.



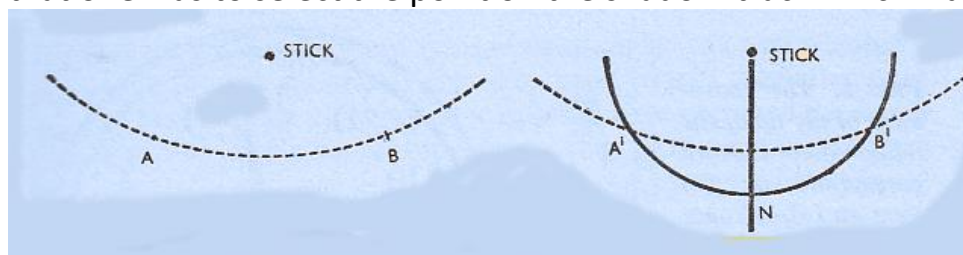
GROSS WEIGHT 2750 LBS		ANGLE OF BANK			
		LEVEL	30°	45°	60°
POWER		GEAR AND FLAPS UP			
ON	MPH KTS	62 54	67 58	74 64	88 76
OFF	MPH KTS	75 65	81 70	89 77	106 92
		GEAR AND FLAPS DOWN			
ON	MPH KTS	54 47	58 50	64 56	76 66
OFF	MPH KTS	66 57	71 62	78 68	93 81

**Note: this is a rule set by the U.S. department of transportation instructions FAA-CT-8080-1C.**

**Figure 1: presented here covers the knowledge base upon the subject of the Stall speeds. All students training under Searl Aerospace Corporation must fully understand these conditions, as they must start training on conventional aircraft; before training can start on the I-G-V (Inverse-Gravity-Vehicle). The I-G-V does not have flaps as in conventional aircraft; but it does have 64 structures that equal directional flight control.**

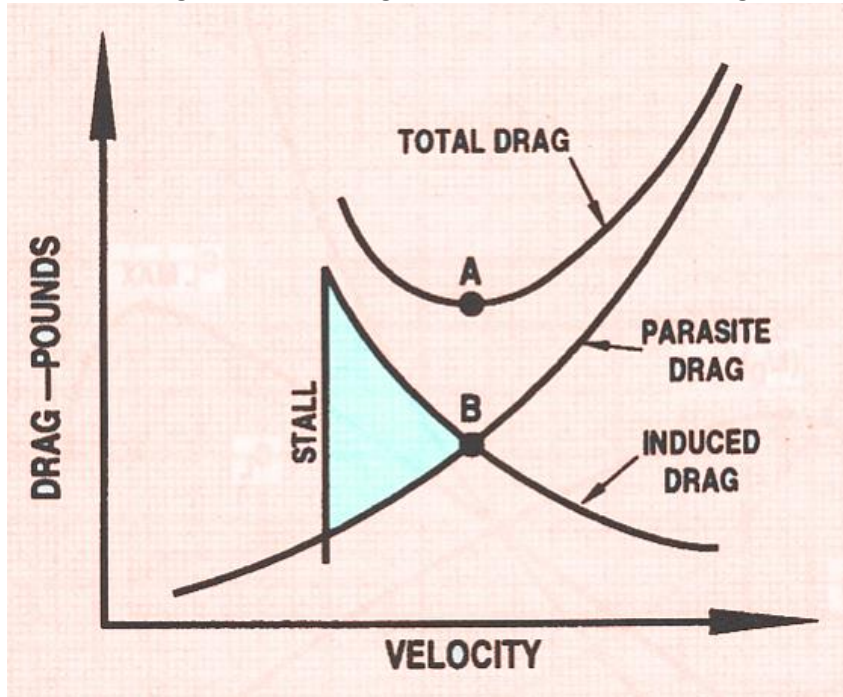
I trust that this will **encourage** those who think that they can **test flight** the **I-G-V** for me, is just **stupid talk**; who have never flown an **aircraft**. Getting back to this document, if you can recall that I had to stop my discussion as I needed to include drawings to help to explain the text used within this document. So let me try to fill that gap up for those who **really wish** to **learn**.

If you recall Searl telling us that man had to **solve** when it was **noon**. Searl says let us **assumed** that you have now done that **experiment**. You had to trace the **tip** of the shadow during the period which contains **noon** and find instant of **shortest throw**; which is, when the **Sun** was highest. Searl understand that there was **several problems arose**. Searl states that one was to select the point on the shadow-track which was nearest the stick-**Figure 2**.



**Figure 2: We know that the noon shadow is somewhere between A and B, But where exactly? I will continue under the illustration.**

A **circle** with its **centre** at the **stick right** gives **A<sup>1</sup>** and **B<sup>1</sup>**, and a **line** from the **stick** to a **position mid-way** between these **points** is the **noon-line** – but how is it **drawn**? Due to running out of space Searl will continue on the next page. Searl **understands** that today's people using **time pieces** have no idea how they **got invented**, and don't care as long as that **time piece works**.



U.S. Department of Transportation Federal Aviation Administration: FAA-CT-8080-1C.

Figure 2: Drag vs speed. Computer Testing for commercial Pilot. This is a sample of the class of questions you will have to be prepared to answer in your test for a license. Things are going to get worst so study hard to win.

Searl knows that **text-books** will tell you to **describe** a **circle** (after all that is what the concept of the **S.E.G.** and **I-G-V** is all about) here we talking about the **Sun** and its **circle**, with its **centre** at the **base** of the **stick** to cut off the **middle part** of your **curve**: the shadow **track**. Searl points out: that is precisely how he looks at the **S.E.G.** The **plate**: being the **Sun** and the **roller** being the **Earth**. This **presupposes** that the **stick** is **exactly vertical** (are you **sure that it was?**). Searl then inform us that you have to **bisect** the **arc** of your **curve** off by the **circle**; and how did you do that? Searl points out that the point of **bisection represents noon** on the **day** of your **experiment** - a **time** that has **passed irrevocably**.

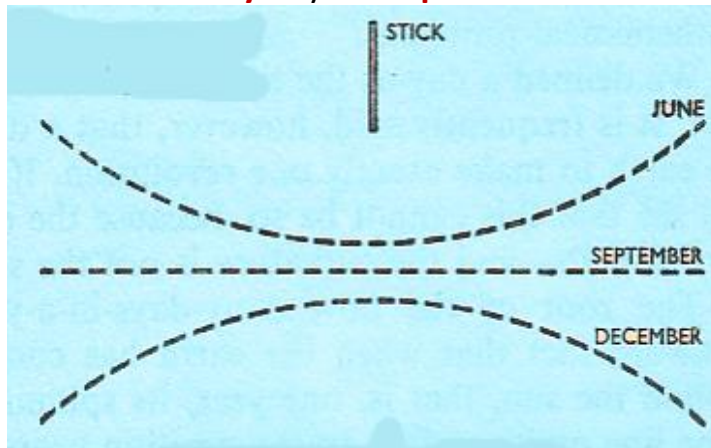


Figure 3: plans made at different times of the year show that the tracks shift daily.

I can likewise do the same with the roller sets of the S.E.G. By recording the minute daily use of energy; I would have a graph on how we are using that power. Such graphs would represent consumer functions.

Here Searl shows **Sir Isaac Newton** was **right** there are always **two states** in **nature**, but I **disagree** that they are **equal** – sorry **Isaac**. Searl says that the next time you do the **experiment** the shadow will move on a slightly **different track**: **Figure 3**, and unless it crosses some **previously marked spot** you will still be unable to say '**It is noon – now**'. That also applies to the **roller sets functions**. Searl states that by this **time** you have become quite deeply involved in the **mathematics** of the **situation**; the **stick** must be **exactly vertical** and the **ground** must be **exactly horizontal** and **flat**; which these **experts** on the **web** do **not consider** in their **assumptions** upon my **statements** – **Figure 4**. I will continue on the next page. But **stop – think-then speak!**



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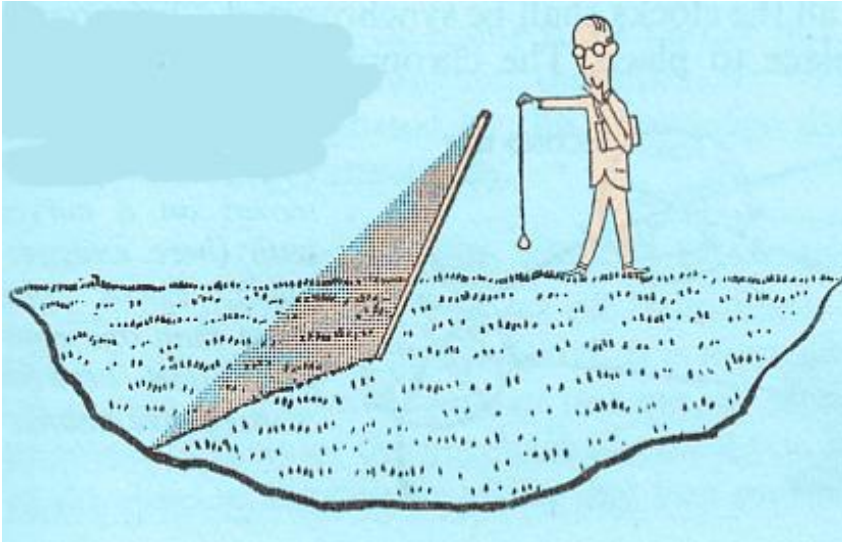


Figure 4: Searl says what happens if the stick is not vertical and the ground are uneven?

Same problem with the roller and plate, if their surface is uneven they would fail to run true in a similar sense. Talk is easy action is harder to achieve. Thus mathematics is vital to achieve your objective.

Searl states that even so, you're your **identification** of **noon** will be **very coarse**. Searl points out that to make it finer you would need a **longer stick** with a very **fine point**: **Figure 5**.

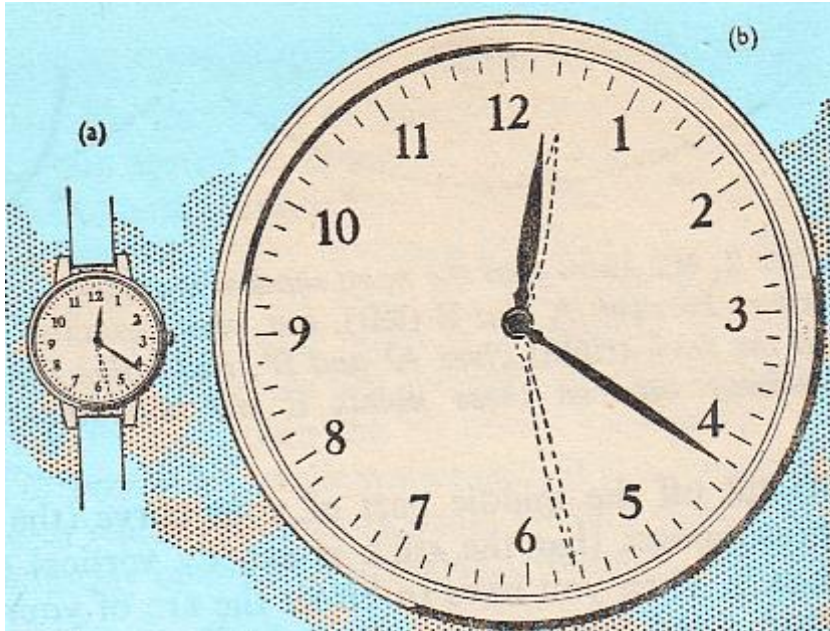
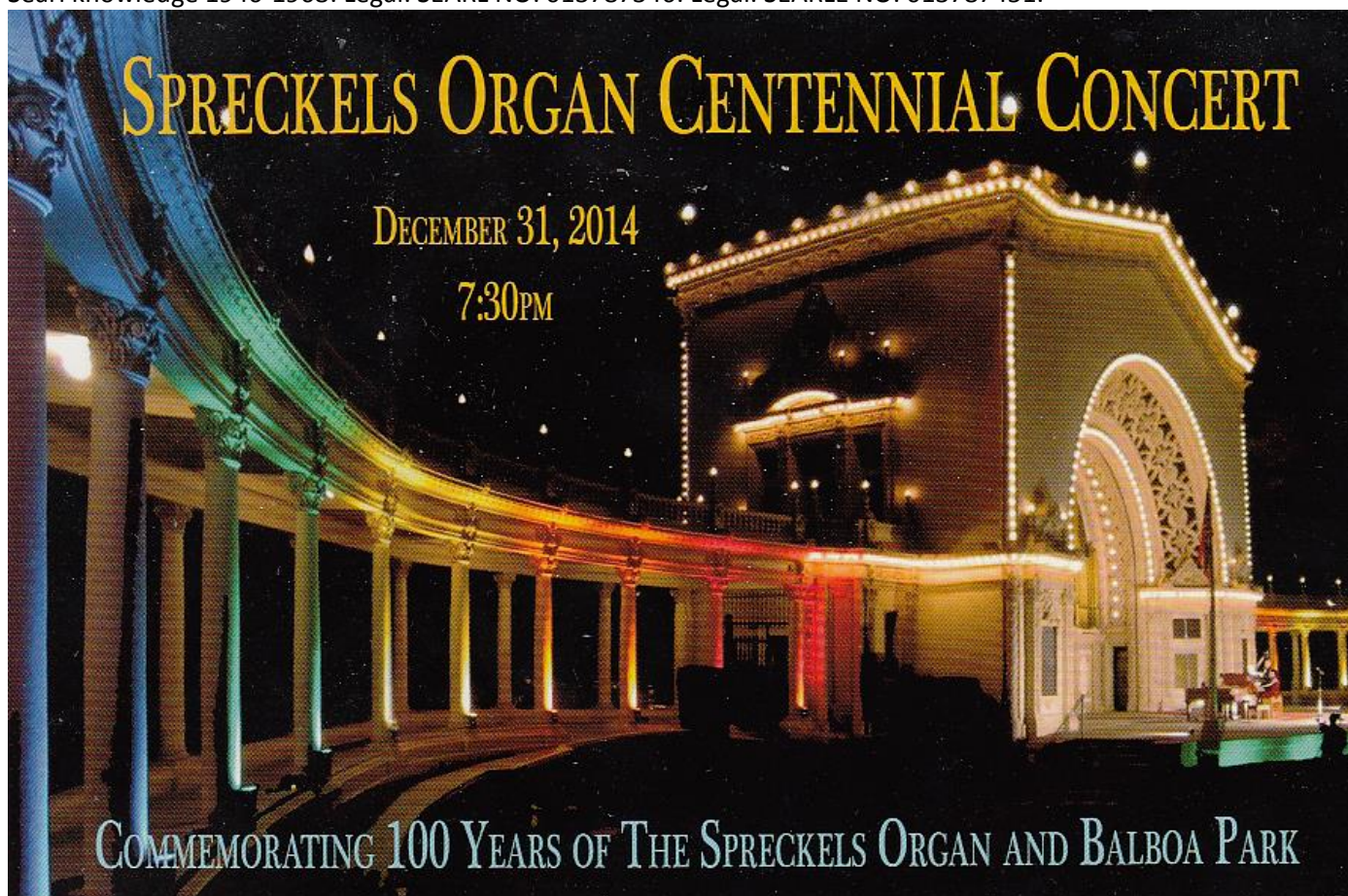


Figure 5: Searl says: that the movement of the tip of the minute hand is more perceptible on (b) than on (a), because more space is traversed in the same time. So it is with the shadow of the long stick and the short stick in the shadow experiment. This is similar to that of the S.E.G. The larger the plate greater is the current available in the same time as that of a smaller plate.

Searl is trying hard to find an easy way to **educate** you upon the **S.E.G.** which is not easy to do. At the same time he does not wish you to think that all he can do is write. There are **occasions** where he is invited to some **time off**. He agrees that most of the **time** he **refuses** due to the **fact** that he wants to get this **document done**.

But **Friday October 17<sup>th</sup> 2014** Searl received a phone call from **Mike Windle** to ask Searl if he would like to go to the park to listen to an hour of music, and to his surprise he said yes, that he would like too. Thus came **Sunday 19<sup>th</sup> October 2014** carer got me **dressed** to go out – which is a **rare occasion**, ready for **Mike** to **collect me**. **Prepare my breakfast**, plus **medication** accept for the **bowel movement mixture to prevent** an **accident** while out. You may **consider** that this is a **simple thing** to do – that is where you are **wrong**, in my case it's very **difficult task**, due to the **pain** which Searl suffers. In **reality** it is the **pain** that Searl **suffers** that turns **him off** from **travelling**, as he **depends** upon help with **transportation**. **You knock Searl**, yet you would not do what he does for the **planet** and **you**.



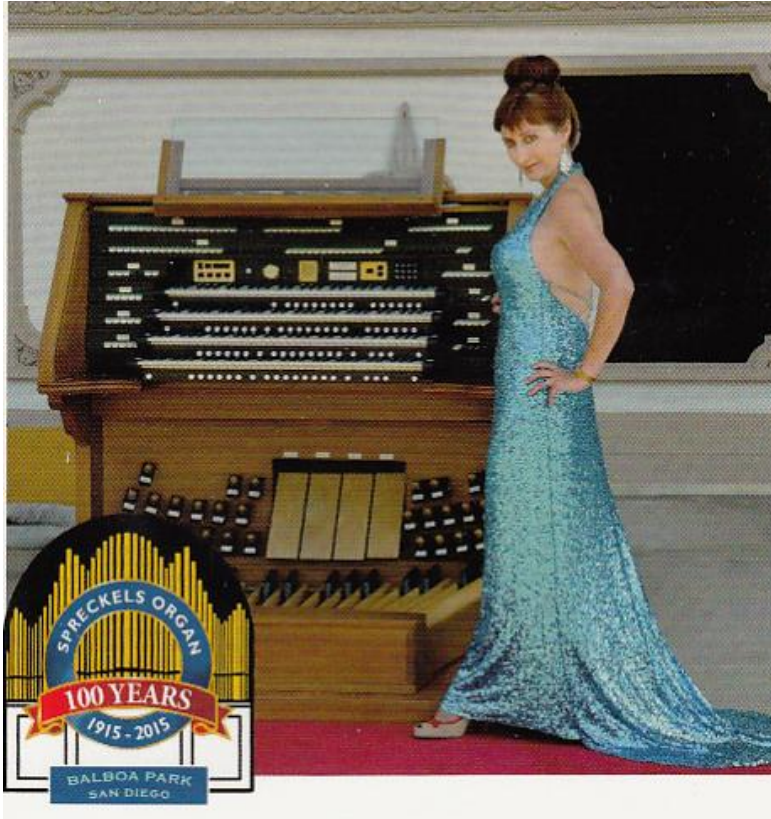


This is another event **Mike** has offered to take me to if I feel up to it, at this date it is far too earlier to say yes, as I do not know what my state of health will be then. **Mike** has taken me to this park three times since **March 13<sup>th</sup>** this year. By the way **Balboa Park** is in **San Diego, California, U.S.A.** Searl understands that among the first of **Balboa Park's cultural gems**, thanks to the vision of **brothers Adolph and John D. Spreckels**, this gift to the people of **San Diego** is a **pipe organ** that can perform the full range of **musical masterworks**. To Searl understanding, it was built by the **Austin Organ Company** of **Hartford, CT**, the **Spreckels Organ** was deeded to the **City** on **January 1, 1915**, that was **17 years** before I was born, at the opening of the **Panama-California Exposition** and has **played steadily** ever since.

Today, Searl understands that it contains some **4,518 pipes**, comprising **73 ranks**. The **organ** is maintained by **L. W. Blackinton and Associates**; here we see a **common word** which is not needed in the **Searl Technology system** – did you spot it? Yes, it was **maintained**. In the **Searl Technology** no **maintenance** should be required. **Lyle Blackinton:** and **Dale Sorenson, Co-Curators**. Who are at work to **install** the **new Centennial tuba pipe rank** and the **Gamba Celeste pipe ranks** that have been funded by **member contributions** during the **past year**? These are the **first stages** of the **drive** to **5,000 pipes** that will make the **Spreckels Organ** once again the **world's largest outdoor pipe organ**. Searl understand that these **new elements** and more will be dedicated at the **special Centennial concert** on the evening of **December 31<sup>st</sup> 2014**. Major problem of **Searl organization**: that they do not give people **time** to prepare to come.



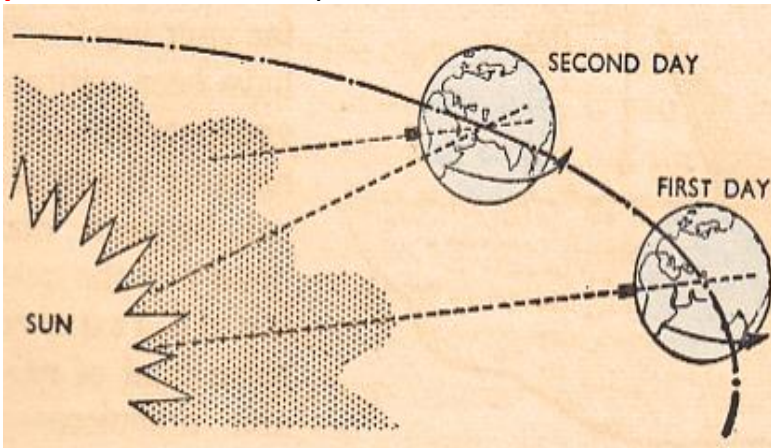
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2001, British born Carol Williams was the first woman to be appointed Civic Organist. She graduated with top honours from London's Royal Academy of Music and continued her education in France. Subsequent studies were at Yale University, and she earned her Doctorate of Music at the Manhattan School of Music in New York City, her concerts continue to take her to places such as Europe, China, Russia and the Far East, as well as throughout the USA. Show what you can do if you try!

**Dr. Williams** is the **Artistic Director** of the **Spreckels Organ Society**, helping create the **world's largest pipe organ festival** every summer. The day was not as hot as it has been which was good. A lady who was **101 that day wanted to shake hands with Searl**. Thus it made her day too. Searl had met **Dr. Williams** and discussed the **S.E.G.** with her, as he does with everyone he meets. Thus Searl return back to work, which is his normal love, as he has no other love to enjoy.

Searl says that your work has been **entirely geometrical**. That to **measure** the **interval** between **one noon** and the **next** would require some kind of **reliable timepiece**: a **pendulum**, for example; and that would raise a host of further **mathematical** problems.

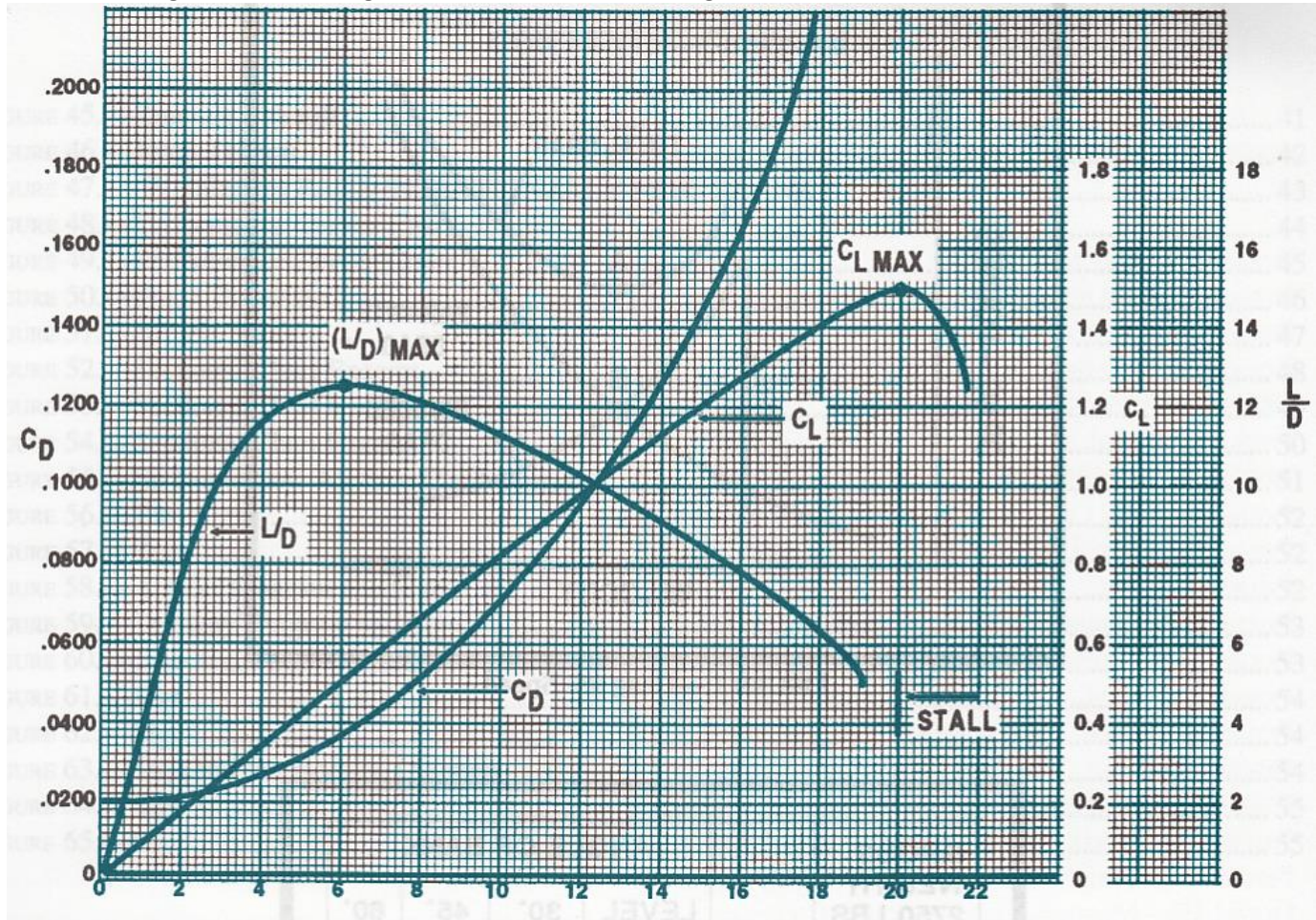


**Figure 6: Searl points out that because the Sun moves a curved path (here exaggerated, as you can guess). Earth spins more than one complete turn between consecutive noons. In some respects the S.E.G. act in a similar manner, but that relates to current drain.** Searl accepts that the moon and earth are similar in function to that of the roller and plate concept of the **S.E.G.** Guess that has confused you to a higher level.

Searl is finding it hard to seek out a simple way of explaining it; this appears to be the only way by which he can do it. There are other examples which he will use in the effort of helping you to understand its **concept** – whatever happens, it should be **interesting matter**.  
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U.S Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C requirement for a pilot's license.

**Figure 3: Angle of Attack, Degrees.** You have a lot to **understand** to **past** such **exams**, which are **necessary** to maintain **unnecessary accidents happening**. Again all you **great experts** who offer to **test flight** the **I-G-V**- for me, sorry you are not up to that **standard required** to take **charge** of any **class** of **flying machine**.

Searl points out that we **defined** a **day** as the **time interval** between **one noon** and the **next**. Searl points out that it is **frequently** said, however, that a **day** is the **time** taken for the **Earth** to make **exactly one revolution**. Searl states, that if you look at **Figure 6** you will see that this **cannot be so**, because the **Earth** is moving along a **curve path**; and the **curvature** is not the same all the way. Searl states that in **reference** of the **S.E.G.** to that of the **Sun**; is that it's **true** they are moving along a **curved path**; but unlike the **Sun** its **curvature** is the same all the way. This implies that it will complete a **full circle** of the **plate** in the same **time** if it is **ideal**. But alas the **current drawn** will bring it out of its **ideal velocity** to a **higher speed** and thus will **rotate faster** around the plate.

Searl says for those who claim that **mathematics** are **not important** better **restart thinking again**. For without **mathematics** we would be unable to **create perfect products** on a **mass production scale**; could we YouTube clever dicks.



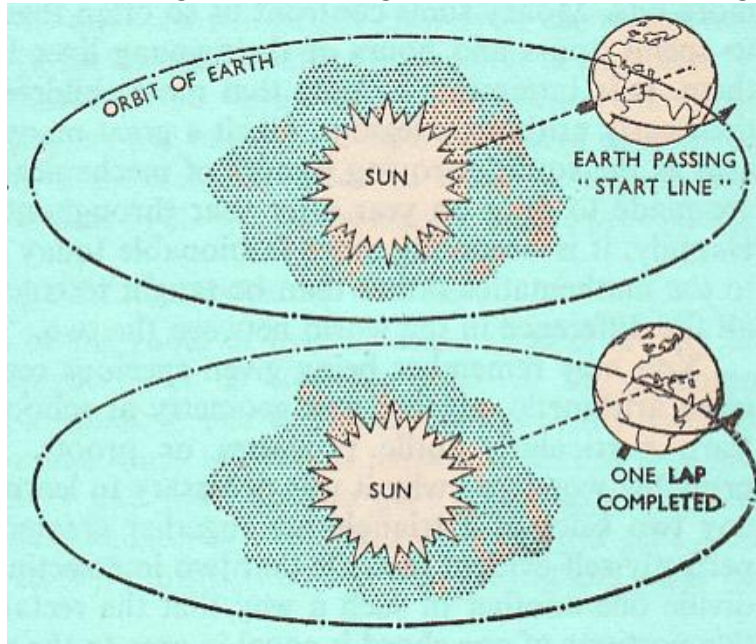
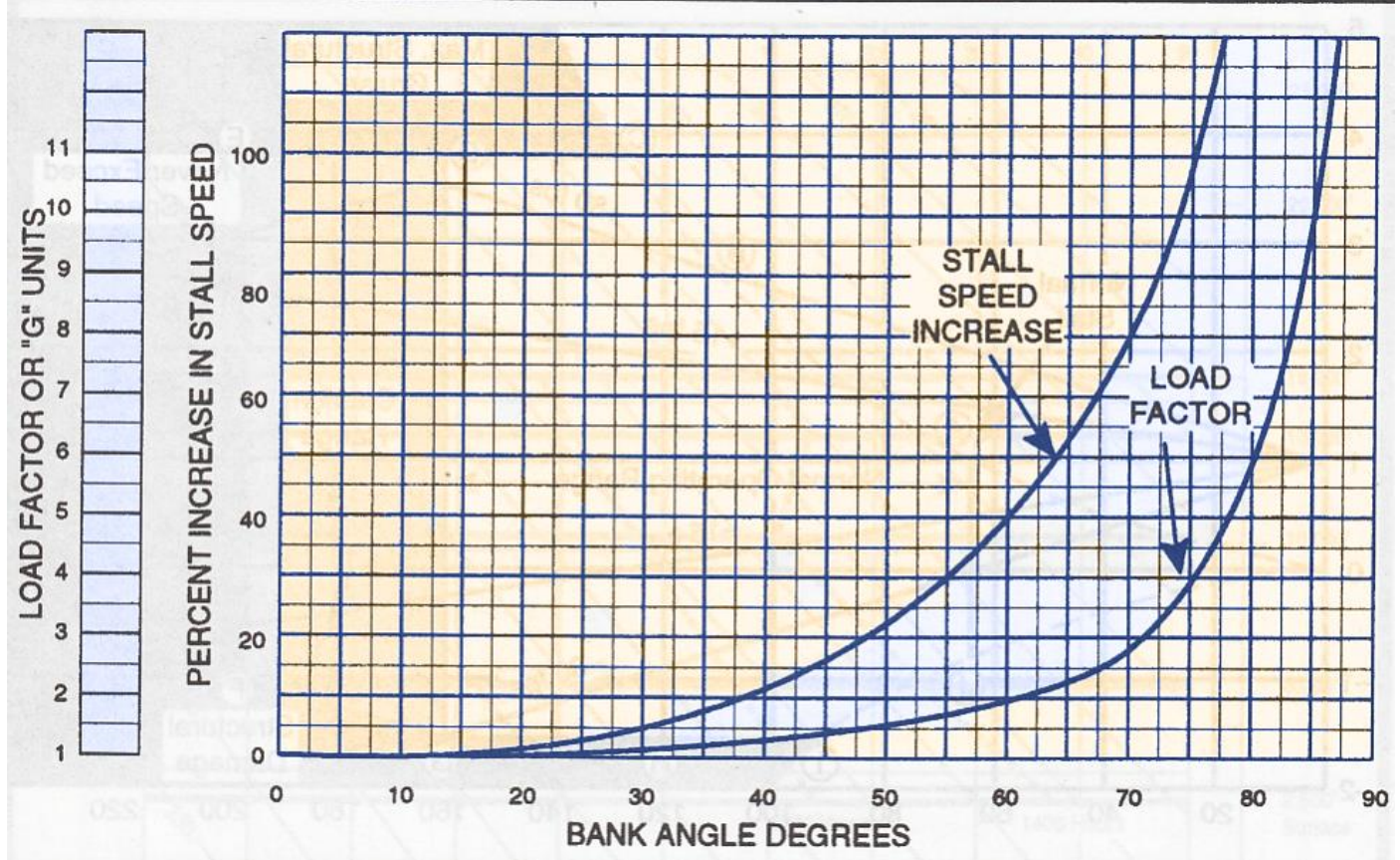


Figure 7: Searl points out that in the first drawing Earth is beginning one lap of its movement around the Sun. Searl points out that in the second drawing it has completed the lap but is seen to have spun a little beyond its original position. Searl remind you that there are, then more than 365 days in a year. Searl is only interested in facts, for that is the reality in which we live. In Searl world of R&D facts are vital not assumptions.

Searl states: that the root of the how-many-days in a **year puzzle lies** in the **awkward fact** that when the **Earth** has **completed exactly one lap** around the **Sun**, that is, **one year**, its spinning has not returned the same line on its **surface** to the **position nearest the Sun**; **Figure 7**.

Searl says that there are many **more mathematical problems** for the **time measurer**; which also applies to the **S.E.G**. Searl states for a **fact**, everyone should know that when its **noon** in **one place**: it is **not noon** anywhere else to the **East** or **West**. So these days of rapid travel and almost **instantaneous communication** by **telephone** and **wireless** call for some **ingenuity** in relating the **clocks** in **different parts** of the **world**. Even in a small country like Britain, where they agreed that all **clocks** shall be **synchronized**, lighting-up time varies from place to place. The **chronologist** must consider whether the **Earth moves** and **spins** at **constant speeds**, and whether it is lapping the **Sun** on **exactly** the **same orbit** (**track**) year after year.

The problem in which Searl have referred have occupied the minds of thoughtful people for **centuries past**; and you **fools demand** that Searl make the **S.E.G**. in **6 months** or **less**, which is far more **complicated** to **solve**. Searl understands that they have approached them first by careful and **sustained observation** and **secondly** by **trying to understand** and **interpret** what they have **observed**. Searl says that surely is **precisely** what **Morris** has been doing in **San Diego**? Their **observations** of the **Sun**, the **Moon**, the **planets** and the **stars** have required a great amount of **skilful counting**, **measuring** and **calculating**, and also the **invention** of **systems** of **geometry** and **algebra**. Searl states that it is in this side of their work that **mathematics** is brought into play as an **instrument** of **thought**, a **kind** of **language**. Searl confirms that is **precisely** what **Morris** is doing in **San Diego** upon the **S.E.G**. Similar kind of problems must be **defined** before **mass production** can be **entertained** of the **S.E.G**. The **S.E.G**. is a very **precision product**, and it needs **care** to **nurse** it home.



U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.

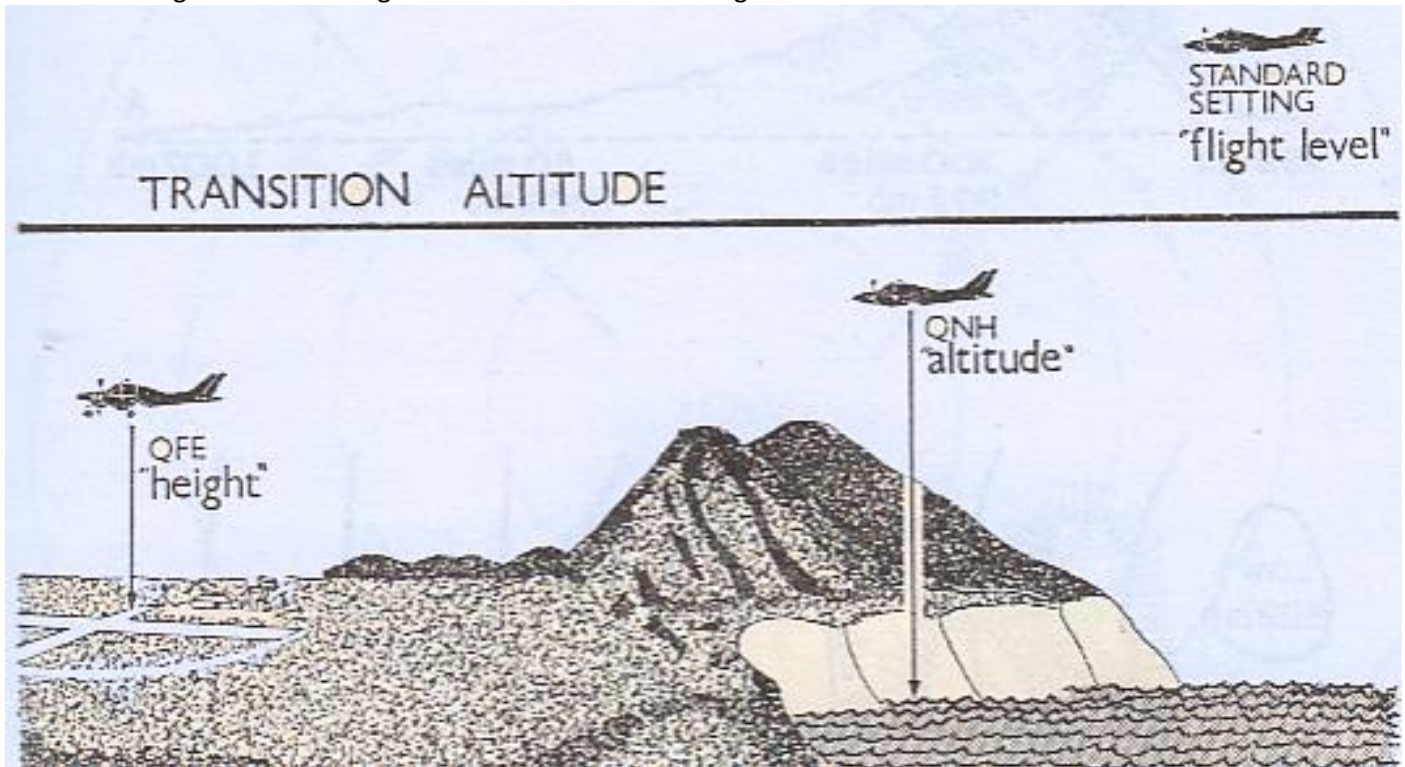
Figure 4: Stall Speed/load Factor.

This is just a sample of the kind of **test question** in which you have to answer. Throughout my books I have attempted to teach you the **AIR LAW** and what you are expected to be able to achieve with your skills. These days, no matter what we do to make the aircraft safe, **human error** can be the **major problem** within **accidents**, which also applies to **car drivers**. And it is all about **mathematics**, **your skills** to solve problems by figures (**value**).

Searl agrees that fortunately for the **man/woman** in the street, there was **absolutely** no need for **him/her** to **understand** the first thing about **chronology** (**time measuring**) or **horology** (**the designing of instruments that tell the time**) in order to be out of the house by **8:00 am**. Searl can assure you that for an **employment** with **Searl Aerospace Corporation**; **time measurements capability** is a must, more so as a member of a **mission crew**.

Searl accepts that the **mathematics** of **time-measuring** may **fascinate** some people; which I am one of them, due to the **operation** of **Searl Aerospace Corporation functions**, but it leaves most people **cold**. Searl suggests that for the moment, he will leave the **experts** to their labours, comforted by the **knowledge** that they have no idea: neither what an **I-G-V** is, nor a **S.E.G.** are; so they can appear to do their work very **competently**, while they do not understand **Searl Aerospace Corporation business**, whose **main issue** is to **create tomorrow's technology** in **flight both air and space**. **NOTE: the graphs represent mathematical solutions** to problems we must solve to meet **legal laws** for safety reasons.

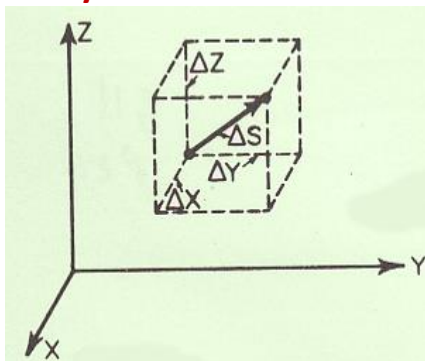




**Figure 23: Altimeter settings:** This was Searl flying training of the 1968 period, when he lived in Mortimer, Berkshire, England.

**Horizontal Pressure Changes** and the **Altimeter**; Here, again **mathematics** play a key part of flying. Searl says that winds flow in a clockwise direction around a high-pressure system and anticlockwise around a low and on this premise a **Dutch Meteorologist** by the name of **C. H. D. Buys Ballot (1817 – 1890)** has established **Buys Ballot's Law**. Searl explains that in the northern hemisphere if you stand with your back to the wind the area of **low pressure** is on your **left**. The main reason I inserted above picture is to point out that **mathematics** also applies here. **QFE** applies to **height** from **ground** to **3,000 feet**, and **QNH** from **3,000 feet upwards**. There is much more than that to understand. The **I.G.V** does not need to use **QFE system**, as it will be flying above **3,000 feet**. It will nevertheless, need to use the **QNH system**, until it's clear of the **operating altitude** of the **time**. I shall return to this **discussion** later.

Back a few pages I was talking about **momentum**, and had to stop because I could not find the **symbols** which I needed. I will have another attempt now.

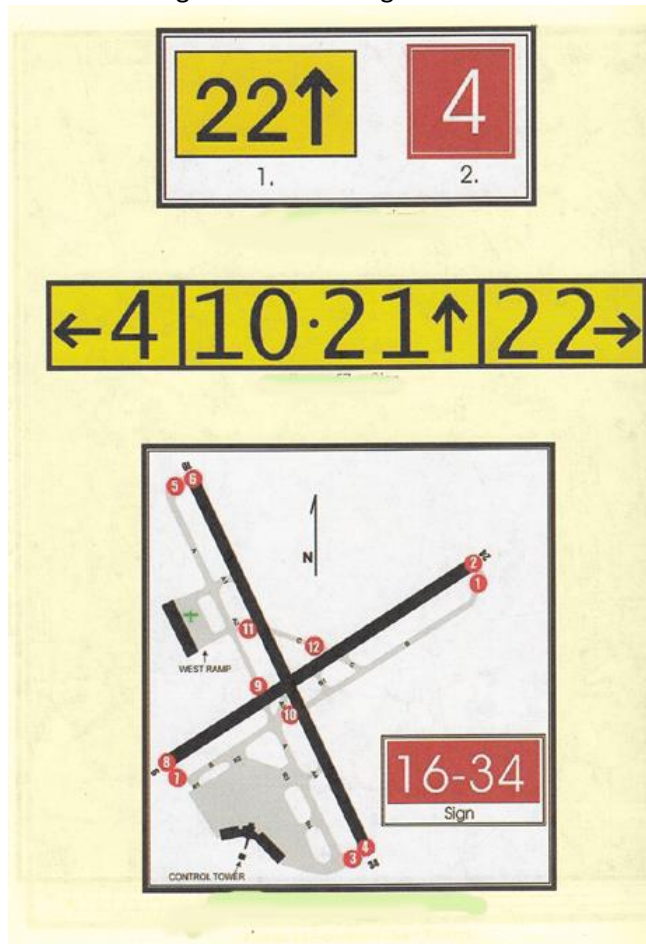


**Figure x-1:** A small **displacement** of an object. Searl states that now the **momentum** of an object is a product of **two parts**: its **mass** and its **velocity**. Searl reminds you that **Newton's Second Law** may be written **mathematically** this way:

$$F = \frac{d}{dt} (mv).$$

, Searl call this shorthand, it save space.

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**U.S. Department of Transportation: federal Aviation Administration Requirement of understanding to pass to get a pilot's license.**

**Figure 56: top** – Two signs, which will be discussed later.

**Figure 57: Middle** – Sign, which will be discussed later.

**Figure 58: Bottom** – Airport Diagram and sign, which will be discussed later.

Always check if **data** shown is **FAA** or **CAA**: as there may be some **slight differences** in the **contents**, thus **avoiding misunderstanding**. When taking **off** you most likely seen these **signs** and wonder what they mean – soon you will know – and **mathematics** was used.

Searl states that now there are **several points** to be **considered**. In **writing down** any **law** such as this, Searl has to use many **intuitive ideas**, **implications**, and **assumptions** which are at first **combined approximately** into our **law**. Later Searl states; we may have to come back and study in **greater detail exactly** what each **term means**, but Searl states, that if we try to do this too soon we shall get **confused**. Thus at the **beginning** Searl take **several things for granted**.

First, that the **mass** of the **object** is **constant**; it isn't really, but Searl shall start out with the **Newtonian approximation** that **mass** is **constant**, the **same** all the **time**, and that, further, when Searl put **two objects** together, their **masses add**. Searl points out that these were of course implied by **Sir Isaac Newton 1642 – 1727** and not by **Prof. Searl 1932 – 2014**, when he wrote his **equation**, for otherwise it is **meaningless**. Searl says let's take for **example**, suppose the **mass varied inversely** as the **velocity**; Searl states that the **momentum** would never **change** in any **circumstance**, so the **law means nothing** unless you know how the **mass changes** with **velocity**. At first Searl says: it does **not change**.

Searl like to try and **imagine** what the **state of knowledge** was in **1642 – 1727**. The problem: **Black Death** a form of **Bubonic plague** that **spread** over **Europe** in the **14<sup>th</sup> Century** and **killed** an **estimated quarter** of the **population** in **1315 -1325**. Meant schools were shut – **Newton** was free to think and he did well on **data available** to him, which was limited.





1960's a **different time** to that of today. But there is a chance that it may return, as my **equipment** has now **arrived** in the **States**. There is much to **unpack** and **reconstruct** to **check** if **anything** is **missing**. They had to use a **fork lift** to **empty** the **container** in **2 hours**. But they **succeeded** to **achieve** it. **Date Monday 20<sup>th</sup> October 2014**. **Goods** now **stored** at the **hanger** of **Searl Aerospace Corporation**.

Searl points out that there are some **implications concerning force**. For the sake of a **rough approximation** Searl think of **force** as a **kind** of **push** or **pull** that we make with our **muscles**, but Searl can **define** it more **accurately** now that he has this **law** of **motion**. Searl states that the **most important thing** to **realize** is that this **relationship involves** not only **changes** in the **magnitude** of the **momentum** or of the **velocity** but also in their **direction**. If the

**mass** is **constant**, then **equation** (  $F = \frac{d}{dt}(mv)$  ) can also be written as:

$$F = m \frac{dv}{dt} = ma.$$

(1.2)

Searl says while you take a break think about this:

Searl say that he shall never have more **time**. He has, and has always had, all the **time** there is. Searl quotes that **no object** is **served** in **waiting** until **next week** or even until **tomorrow** **keep going** and **concentrate** on something useful; such as the **S.E.G.** or **I.G.V** or **both**. **The futures are in our hands, and then use your hands!** Searl at his age and handicap still do all he can for the future. The future generations need your help now.



**SMI HQ, SAN DIEGO, CALIFORNIA, U.S.A.** Visitors getting a lecture upon the **S.E.G** in **2014**. These are **normal activity** of **SMI** which takes place there **every month**.

Searl remind you that the **acceleration  $a$**  is the **rate of change** of the **velocity**, and **Sir Isaac Newton's Second Law (1642-1727)** says more than that the effect of a given **force varies inversely** as the **mass**; it also says that the **direction** of the **change** in the **velocity** and the **direction** of the **force** are the **same**; which the **demonstration** seen at **Searl Magnetics Corporation** shows is **true**.

Searl states that this is a **condition** that we must **understand** that a **change** in a **velocity**, or acceleration, has a **wider meaning** than in **common language**. Searl quotes that this is just one major issue relating to the **S.E.G** that a **change** in **velocity** will **generate** a **change** in **voltage output**. Searl states; that even if the **change** in **velocity** may be small, the **voltage output** could be **large**, as a **number** of **factors** are **involved**. Which Searl will be explaining later? Searl again points out that the **velocity** of a moving object can **change** by its **speeding up, slowing down**: **when it slows down, we say it accelerates with a negative acceleration** or **changing** its **direction of motion**. Searl states that the **direction** of the **roller sets** of the **S.E.G.** remain in the **same direction** at all **times**. The **S.E.G.** **works according** to **Sir Isaac Newton's assumptions** and **not Searl assumptions**.





**S.M.I H.Q. SAN DIEGO, CALIFORNIA, U.S.A. the masters of tomorrow's technology.** Indeed **S.M.I.** will **demonstrate** that the **impossible** is in **fact possible** if the effort to make it so is there.

Searl reminds you that an **object moving** in a **circle** of **radius R** with a certain **speed v** along the **circle falls away** from a **straight line path** by a **distance equal** to:

$$\frac{1}{2}(v^2/R)t^2$$

If **t** is **very small** thus Searl accepts that the **formula** for **acceleration** at **right angles** to the **motion** is:

$$a = v^2/R,$$

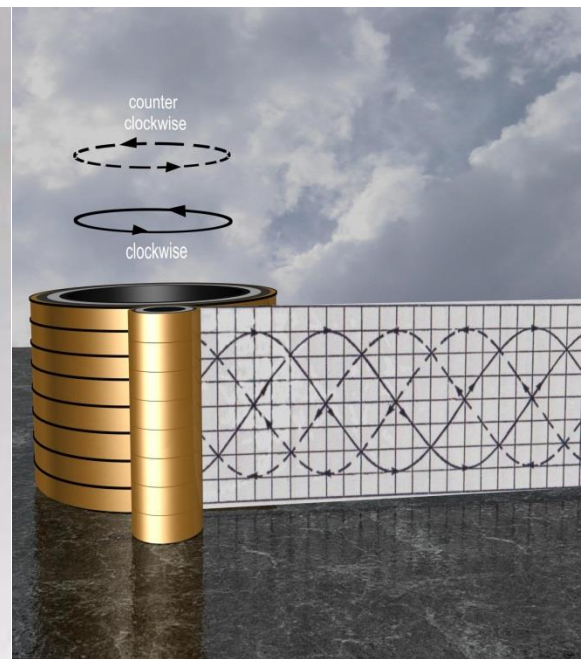
(1.3)

Searl states that the **S.E.G. roller sets function** in the **same manner** that **each roller** set upon **each plate** must **perform exactly** in the **same distance** in the **same time frame**. This **function** is **automatic** due to its **structure**. Therefore, if **one roller moves one foot** in in **one minute**, then all the **other eleven rollers** upon **plate 1** must also **perform** the **same function** in the **same time frame**. As that **relates** to **ideal speed**, **once current** is **drawn** that **velocity** will **increases** in **relation** to **energy drawn** by the **circuit**. **Plate 2:** the **roller sets velocity** will be **greater** than those on **plate 1**; likewise **plate 3 rollers** will have a **velocity greater** than **plate 2**.



Photo of Searl Upland team: no matter whom **their names** are, as long as they are **human beings** and **not Aliens**. Searl admit that they have **good hearts** which are in the **right place**. The **one** in the **middle** of the **front row** they **claim** to be **an alien**, as yet it has not yet been **confirm**, and therefore it is **another assumption**.

And Searl states that a **force** at **right angles** to the **velocity** will cause an **object** to **move** in a **curved path** whose **radius of curvature** can be found by **dividing** the **force** by the **mass** to get the **acceleration**, and then using **equation (1.3)**.





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**Searl Aerospace Corporation**; the first **hangar** where Searl **equipment** is now **stored** **awaiting** to be **unpacked** and **reassembled**, here in the **U.S.A.** This is the **first time** which all this **equipment** has been **outside** of the **U.K.**

### Speed and velocity:

Searl say that in **order** to make our **language** more **precise**, Searl shall make **one further definition** in our use of the words **speed** and **velocity**. Searl **accepts** that **ordinarily** we think of **speed** and **velocity** as being the **same**, and in **ordinary language** they are the **same**. But Searl states that in **physics** he has **taken advantage** of the **fact** that there are **two words** and has chosen to use them to **distinguish two ideas**. First Searl **carefully distinguish velocity**, which Searl states has both **magnitude** and **direction**, from **speed**, which we choose to mean the **magnitude** of the **velocity**, but which does not include the **direction**. Searl explains that we can **formulate** this **more precisely** by **describing** how the **X**, **Y**, and **Z-coordinates** of an **object change** with **time**. Searl says, suppose, for **example**, that a **certain instant** an **object** is **moving** as shown in **Figure 1.1**. Searl states that in a given **small interval** of **time  $\Delta t$**  it will **move** a **certain distance  $\Delta x$**  in the **x-direction**,  **$\Delta y$**  in the **y-direction**, and the  **$\Delta z$**  in the **z-direction**. Searl says that the **total effect** of these **three coordinate changes** is a **displacement  $\Delta s$**  along the **diagonal** of a **parallelepiped** whose sides are  **$\Delta x, \Delta y$ , and  $\Delta z$** .

Searl states that the **S.E.G. roller sets operate precisely** the **same, same rules**, so what is all this **expert crap** on the **web** about? **IGNORANCE?** The **S.E.G.** is a **structure** as such; it must have **functions** as all other **structures** have. Indeed it has **many more functions** which **conventional generators** do **not process**. Searl says we take a break.



# Who says a saucer can't fly?

THIS is flying saucer weekend. In Warwickshire last night more than 300 observers hopefully scanned the sky for unidentified objects—possibly from Mars, which is being buzzed by an American satellite at the moment.

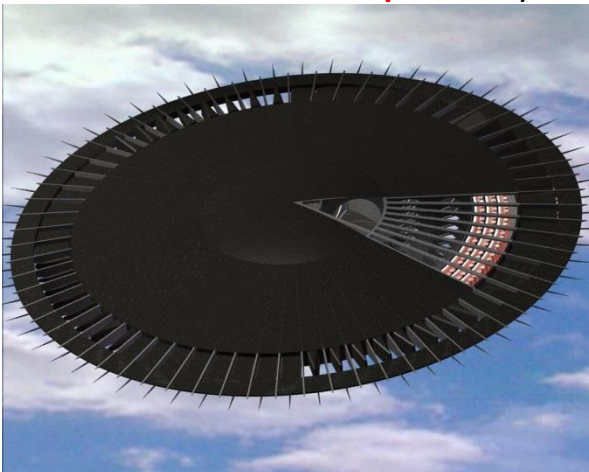
Meanwhile, not a saucer's ride away at Mortimer, Berks., a model flying saucer was being tested.

It is the work of John Searl and twenty-four

colleagues, one of whom is Mrs. Susan Justice, who is with him in the picture above.

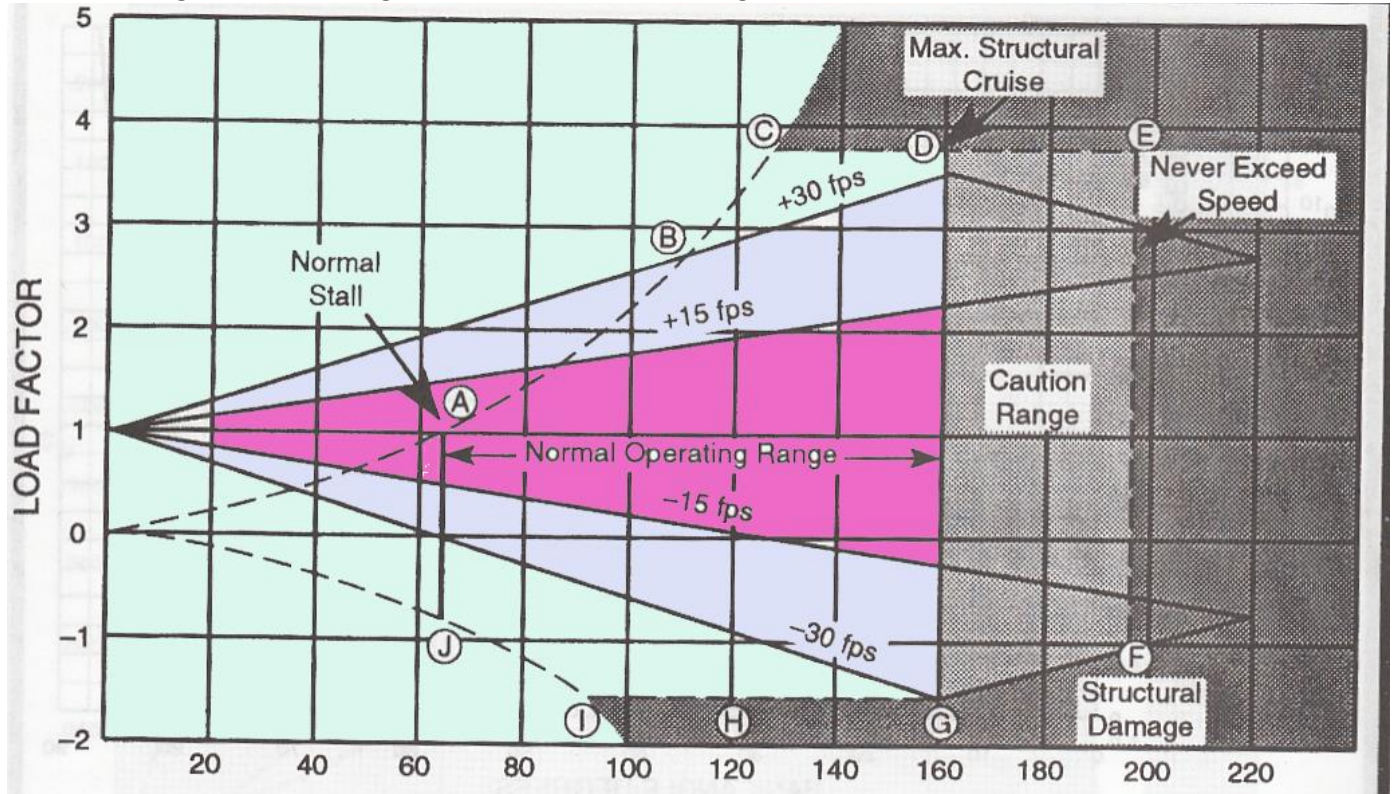
Forty-year-old Mr. Searl, father of six, says his group could produce a full-size saucer which could reach the Moon in two seconds. All they need is £12,000,000 and a bit of official encouragement.

This is the **result** of a **10 hour interval** with the **media**. That was the **Daily Mirror article** – **NOTE** the **crap two seconds to the Moon**. No such **statement** was made. What was stated that the **craft takes off** after it **reaches orbit**: it will **remove** the **power** on the **top shell** for **two seconds**, and then **return it back** to the **shell**. The **craft** would then **arrive** at the **moon** in **one hour time**. The **reporter reply** to my **demand** upon that **statement** that you got **publicity**, the problem was that the **paper** could **not print 10 hours** of that **interval** so it had to be **cut down** to what **space** they could **allow that day**.





Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



U.S. Department of Transportation: Federal Aviation Administration. FAA-CT-8080-1C.

**Figure 5: Velocity vs G-Loads.** This is just another **sample** of the type of **questions** which you will need to **answer** to obtain a **commercial pilot licence**.

Searl states that in terms of the **velocity**, the **displacement**  $\Delta x$  is the **x=component** of the **velocity time's**  $\Delta t$ , and similarly for  $\Delta y$  and  $\Delta z$ :

$$\Delta x = v_x \Delta t \quad \Delta y = v_y \Delta t \quad \Delta z = v_z \Delta t. \quad (1.4)$$

**Components of velocity: acceleration. And force:**

Searl states that in **equation 1.4** we have **resolved the velocity into components** by telling how **fast** the **object** is **moving** in the **x-direction**, the **y-direction**, and the **z-direction**.



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**Thailand**, here I spent time with my **Doctor** from the **UK** and **underwent operation**. Six **months later** I sent **Morris** over to start work upon the **S.E.G**. This was the **front door** of the **office** which leads you to the **workshop**, it was a **reasonable site**. Things **failed** between **Morris** and **Freddy**, and there was **no option** but to recall **Morris back** to the **States**. Sad to say **Thailand operation** has come to an end. But there is always **another time** a **base** can be **reset there**.

Both the **S.E.G**; and the **I.G.V**. are **strong mathematical subjects**. A **challenge**: yes indeed, but **exciting** in the **success** of their **creation**. So far in this document I have covered a very small amount of **information**, but you are going to see the **problems** which I had to overcome. There is much more which must be **researched** before the **whole picture** of the **technology** is **fully understood**. That **process** is **progressing** in **San Diego, U.S.A.**

Searl is please to state that more and more **real experts** are joining his team. Which means: that success is close at hand for all to see. Searl expects that the **domestic unit** will be the **first on line**. But there are **2 very big orders** being **considered** at this **stage**.





**2014:** People from all walks of life are joining me to help to get the S.E.G. to the marketplace where it belongs. Thanks Rob for your input by your output from the instrument known as a microphone. I hope we shall be doing many more hours on the airways. Let's make it happen in our time.

Searl states that the velocity is completely specified, both as to magnitude and direction, if Searl give the numerical values of its three rectangular components:

$$V_x = dx/dt, \quad v_y = dy/dt, \quad v^z = dz/dt. \quad (1.5)$$

Searl says that on the other hand, the speed of the object is:

$$ds/dt = |v| = \sqrt{v_x^2 + v_y^2 + v_z^2}. \quad (1.6)$$

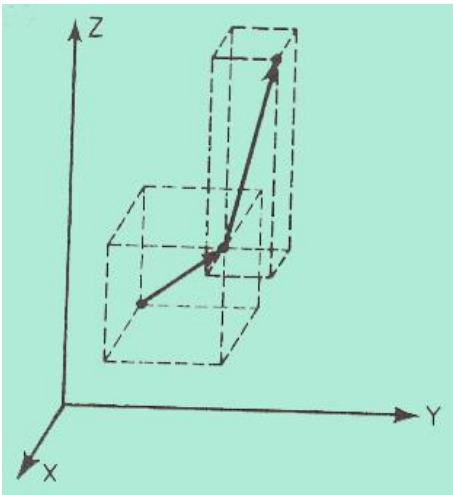
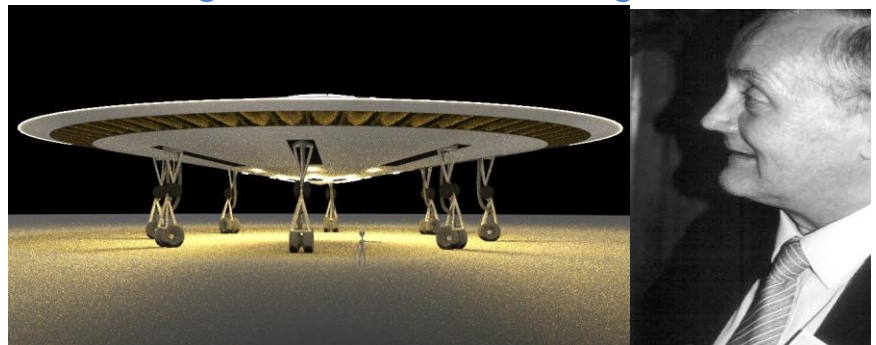
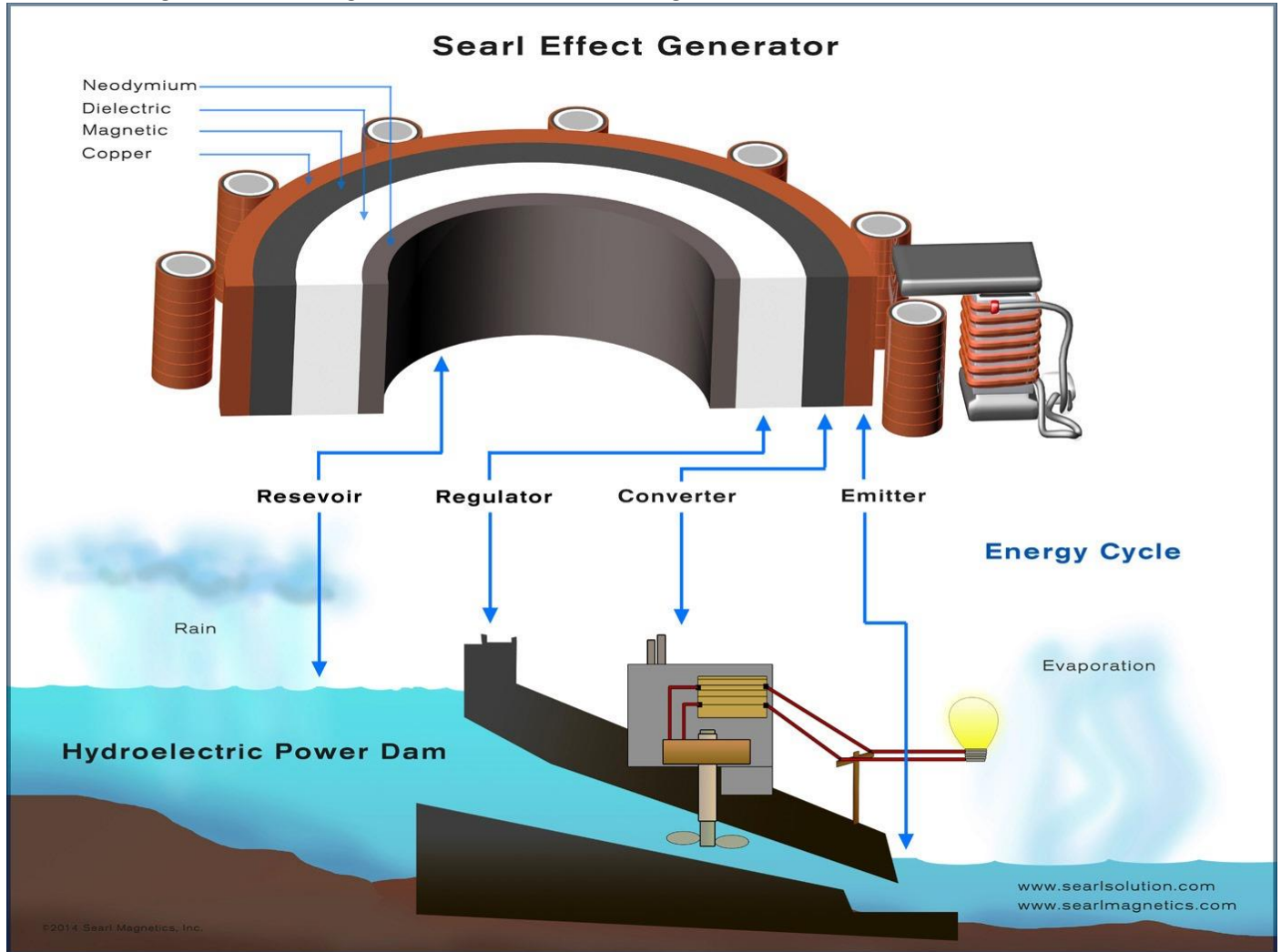


Figure 1.2: Searl states that a change in velocity in which both the magnitude and direction change.



The public at large who call themselves experts appear to have no idea what mathematics are involved in; such a project as the S.E.G. more so with the I.G.V. Searl states that failure can occur with just a small error in the mathematical structure. Searl success was based upon taking the concept step by step, as to what his objective was and the behaviour of the materials which he used. You will see more of the material problem later.

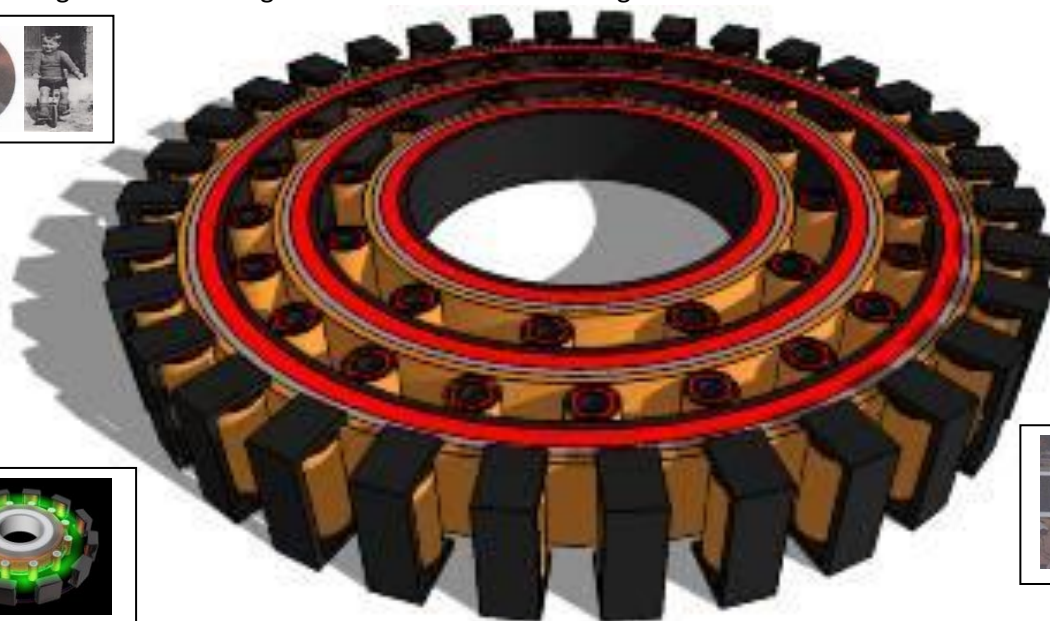


**Received:** from **Morris:** of **SMI**; relating to the **S.E.G.** to that of the **hydroelectric power dam**. Searl has to **agree** that this **illustration** is the best he has seen to date. Searl **understands** that **today** there are more people trying to **express** the **S.E.G.** in **simple terms** with **illustrations**. My thanks to **Morris:** for his **devotion plus efforts** to get this **baby** to the **marketplace**.

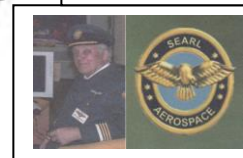
Searl suggest next, suppose that, because of the action of **force**, the **velocity changes** to some other **direction** and a **different magnitude**, as shown in **Figure 1.2**. Searl points out that we can **analyse** this **apparently complex situation** rather simply if we can **evaluate** the **changes** in the **x-, y-, and z-components** of **velocity**. The **change** in the **component** of the **velocity** in the **x-direction** in a time  $\Delta t$  is  $\Delta v_x = a_x \Delta t$  where  $a_x$  is what Searl call the **x-component** of the **acceleration**. Searl points out that similarly, we can see that  $\Delta v_y = a_y \Delta t$  and  $\Delta v_z = a_z \Delta t$ . Searl states that in these **terms**, we can see that **Sir Isaac Newton (1642-1727) Second Law**, in saying that the **force** is in the **same direction** as the **acceleration**, is **really three laws**, is **precise** what the **S.E.G. confirms**, in the **sense** that the **component** of the **force** in the **a-, y-, or z-direction** is **equal** to the **mass times** the **rate of change** of the **corresponding component** of **velocity**: continue on next page as it is an argument that Searl loves.



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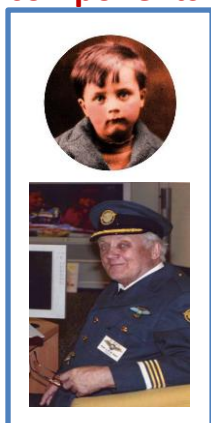
7	8
6	
4	5
3	
2	
1	



The **S.E.G** concept since **July 26<sup>th</sup> 1946** presented by **means** of **modern technology** by a **very skill artist**. It proves that **Sir Isaac Newton (1642-1727)** to be **absolutely correct** on his **Second Law**.

$$\begin{aligned} F_x &= m(dv_x/dt) = m(d^2x/dt^2) = ma_x, \\ F_y &= m(dv_y/dt) = m(d^2y/dt^2) = ma_y, \\ F_z &= m(dv_z/dt) = m(d^2z/dt^2) = ma_z. \end{aligned} \quad (1.7)$$

Searl states that just as the **velocity** and **acceleration** have been **resolved** into **components** by **projecting** a **line segment** representing the **quantity** and its **direction** onto **three coordinate axes**, so, in the **same way**, a **force** in a given **direction** is **represented** by **certain components** in the **x-, y-, and z-directions**:

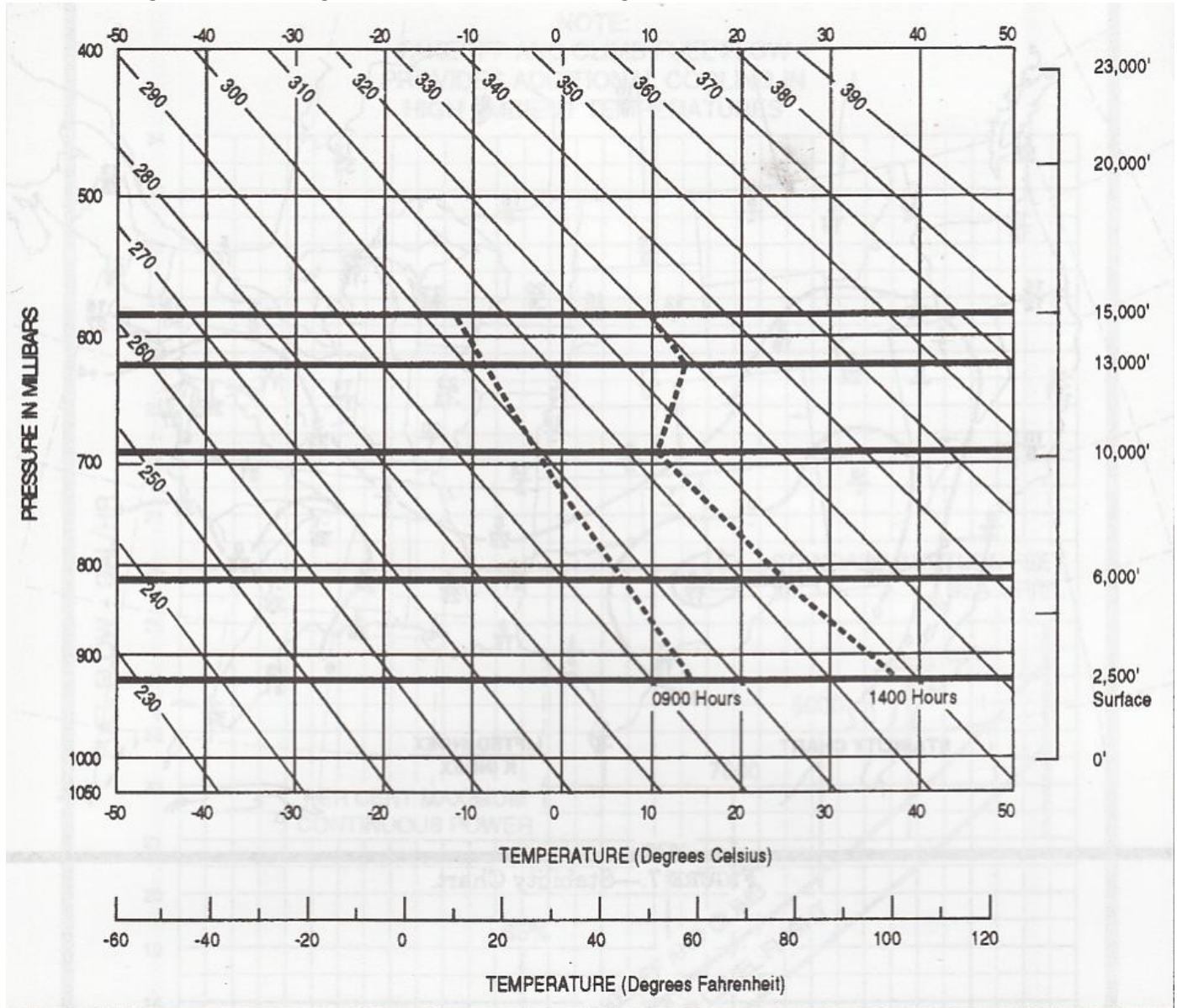


$$\begin{aligned} F_x &= F \cos (x, F), \\ F_y &= F \cos (y, F), \\ F_z &= F \cos (z, F), \end{aligned} \quad (1.8)$$



Searl says where **F** is the **magnitude** of the **force** and **(x, F)** represents the **angle** between **x-axis** and the **direction** of **F**, etc. Searl states that it **appears** to him that people get **confused** over **Sir Isaac Newton's Second Law** in reference to the **S.E.G**. These are his **Second Law** which I have **quoted** that **applies**; Searl has made them **large enough** to be **read**.

Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:**

**Figure 6: Adiabatic chart:** The understanding of such **graphs** is a must to be able to obtain a **Commercial pilot license**, to be able to get a post within **Searl Aerospace Corporation**.

Searl remained you that such; or **similar graphs** have to be **created** for the **function** of both the **S.E.G.** and the **I.G.V.** which in the **period** of **1963 – 2003** was never **achieved**, which was due to rushing with the **development** on a **low budget, secondary**; due to **lack** of **measuring equipment** of that **time**.

**2014:** these are **graphs** yet to be **created** by **3D graphic equipment** which has been now obtained – **time** is needed to get **accustom** to using it. I am certain that I have **two good men** on that **task**, once the **S.E.G.** is under **test**. Those results obtained from that **equipment**, I expect will **shock** the **scientific world** of **today**. There clearly will be **graphs** that have no **equal** on any of **today's power drives available** today. It will be those **graphs** that will **expose** the **fact** that a **new window** in **science** has been **achieved, regardless** of what we **term** it. So the future looks bright so turn on the lights and be seen.

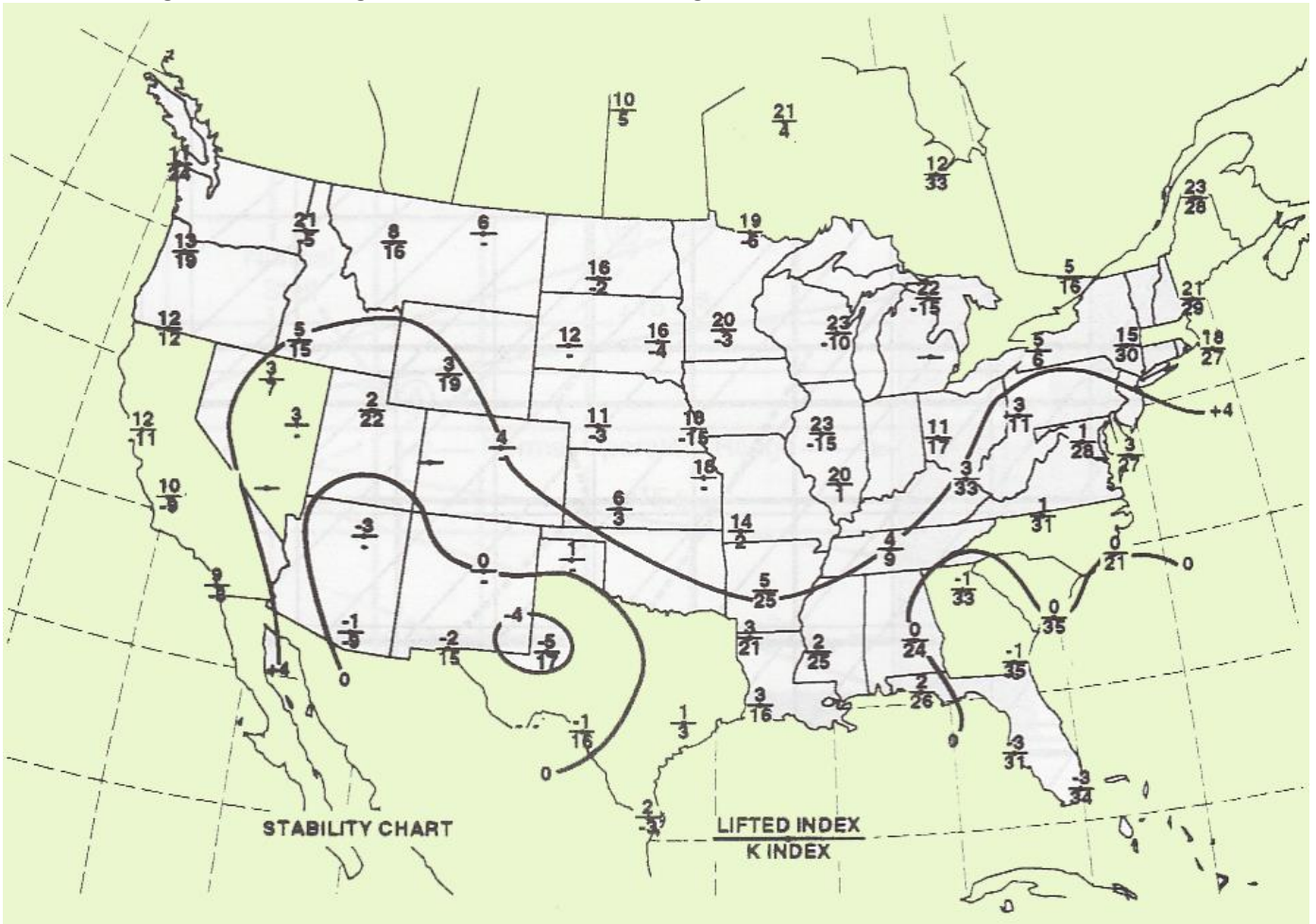




**One:** of my Chinese team members, holding my hand, to help me to think. My team from **China** had arrived for a week to deal with **legal company set up** in **China** for the **production** of the **S.E.G.** More **meetings** will take place before **production lines** are ready to start up.

**Sir Isaac Newton (1642-1727) Second Law** is given complete form in **equation 1.7**. Searl says, that if we know the **forces** on an **object** and **resolve** them into **x-, y-, and z-components**, then Searl says, we can find the **motion** of the **object (roller sets)** from these **equations**. Searl says let us consider a **simple example**. Suppose there are **no forces** in the **y- and z-directions**, the only **force** being in the **x-direction**, say **vertically**. **Equation (1.7)** tells Searl that there would be **changes** in the **velocity** in the **vertical direction**, but no **changes** in the **horizontal direction**.

Searl points out that a **falling body moves horizontally** without any **change** in **horizontal motion**, while it **moves vertically** the same way as it would **move** if the **horizontal motion** was **zero**. Searl state that in other words, **motions** in the **x-, y-, and z-directions** are **independent** if the **forces** are **not connected**. Searl states that the **S.E.G.** looks simple, yet it's **complicated**. **Unfortunate** that **problem** is **based** upon the **fact** that **people failed** to **identify** the **forces** at **play**.



**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

**Figure 7:** Searl states that this is yet another issue which you **must understand** if you want a **commercial pilot license** for a **post** in **Searl Aerospace Corporation**.

## WHAT IS THE FORCE WHICH IS ACTING ON THE ROLLER SETS?

Searl states that over the years, this **question** has been a **problem** for the **experts** on the **web sites**. As to why, I have no idea as **Sir Isaac Newton (1642-1727)** **explains** it in simple terms. Searl ask, just because you cannot **understand** why the **S.E.G.** works that **Sir Isaac Newton** is a **load of crap**? Do you realize how you come across to me – as **insane**? Surely it is **time** to **stop**, **think** then **speak**; thus you might **speak more sensible**; whereby a useful **communication** can be **created**, which would appear **far more intelligent** to all.

Searl admires **Sir Isaac Newton**: based upon the **technology** that was available to him, for his efforts to **clean up** the **technology mess** of that **time**. And the **fact** that he **took risks** not **upsetting** the **church**, which were all **powerful** in that **time period**. The best which Searl can do is to remind you what the **real experts** has stated, which have become the **laws** of today.

**Searl do not down anyone – as they will do that for themselves. He just wishes them luck, as they will need it.**



NOTE:  
TAKEOFF AND CLIMB FUEL FLOW  
PROVIDES ADDITIONAL COOLING IN  
HIGH AMBIENT TEMPERATURES

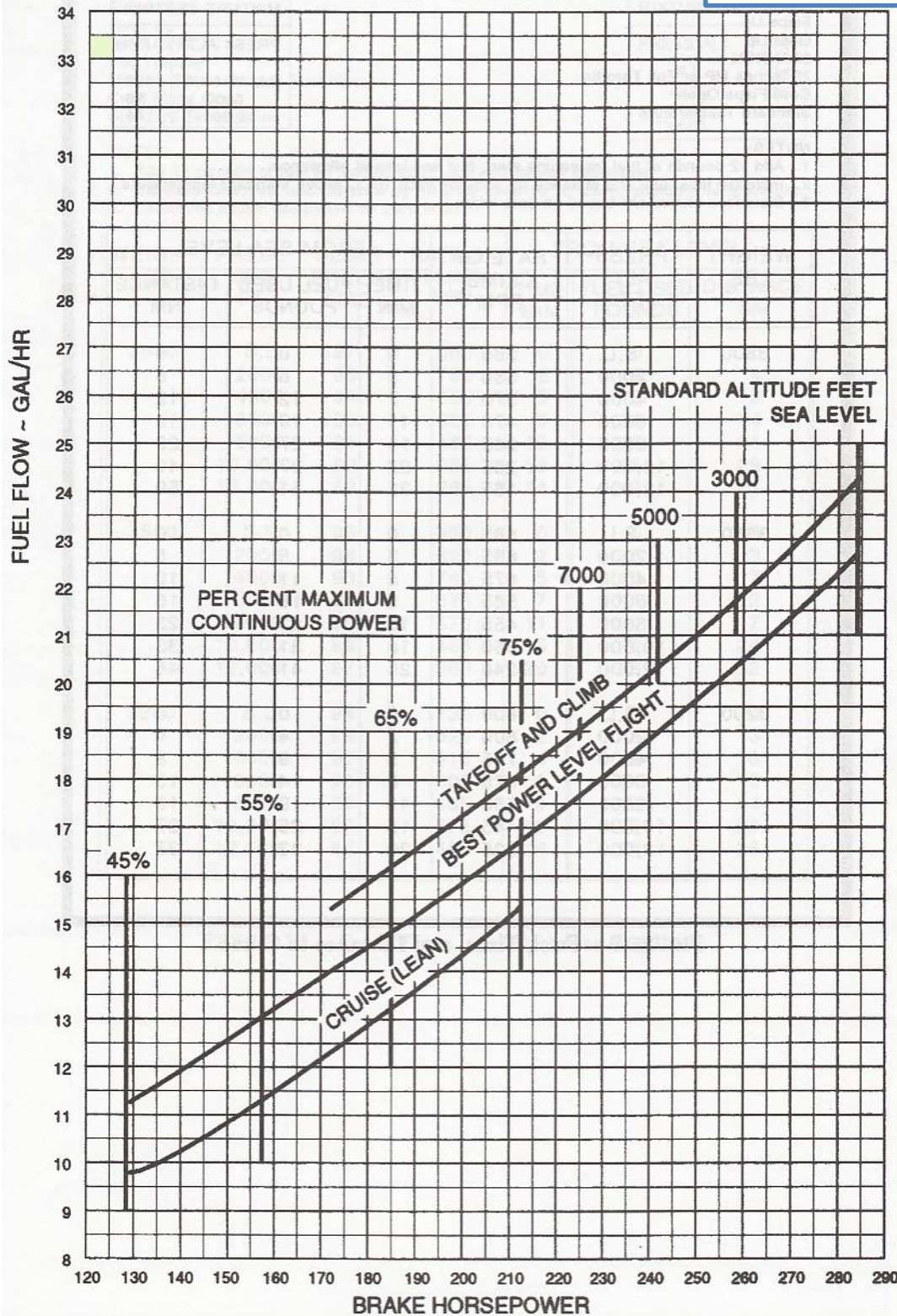
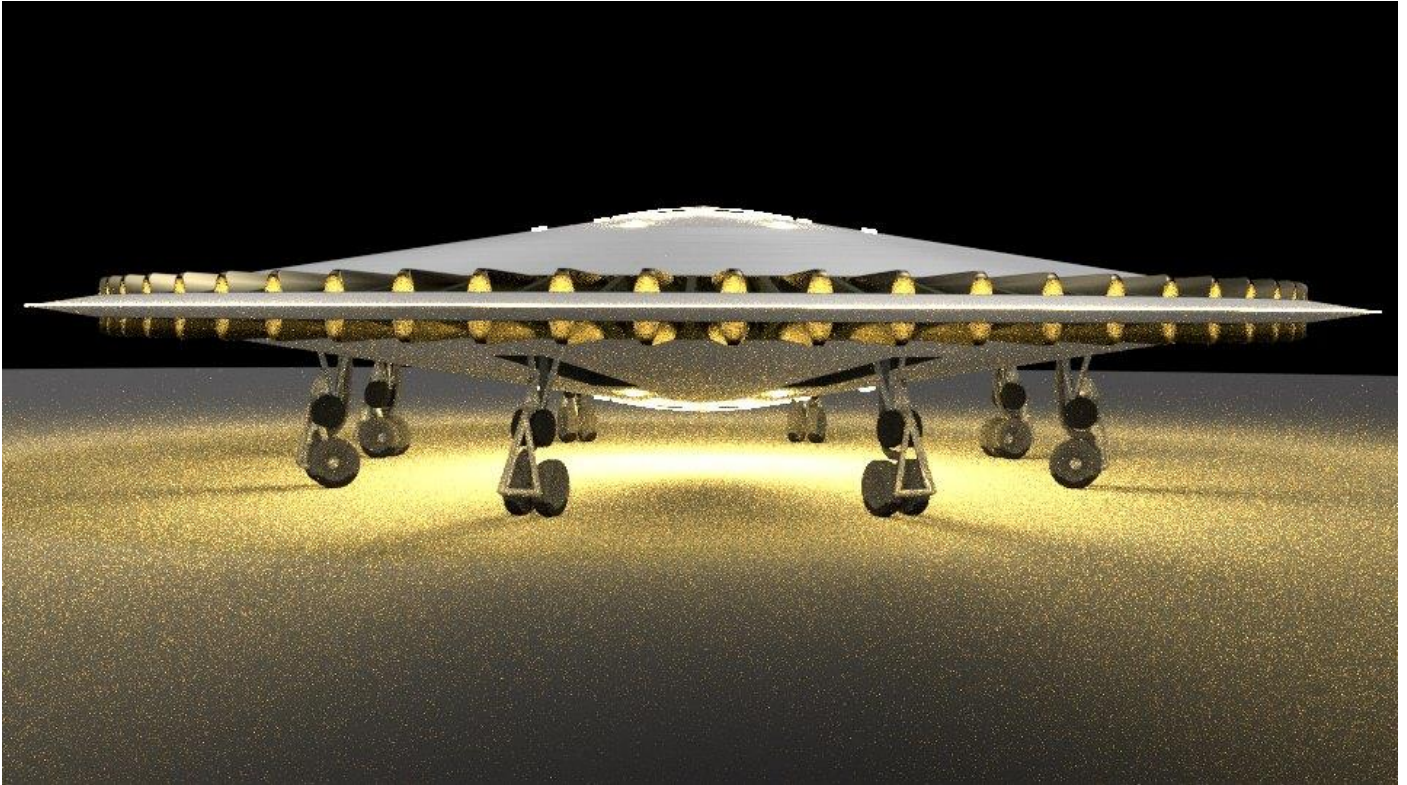


Figure 8: Fuel Consumption vs Brake Horsepower. Unfortunate this does not apply to the inverse Gravity Vehicle, as it does not consume fuel, as in conventional flying crafts of today. This happens to present a big problem to the experts of today. Searl do not knock them because they are preforming a vital task for the commercial pilots. We who present the future pilots have to blend in to their conventional world of today. And we can and shall do so. To the future: good luck.

U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C: Requirements for commercial pilots of Conventional flying. This is their requirements, which you need to understand, this has nothing to do with Sir Isaac Newton Second Law.





**NOTICE:** This **category** of **flying craft** does not require **fuel** as we **understand fuel functions** of today. Agree it needs **power** for **operational requirements**; otherwise it would not be able to **perform functions**. It is **power** by a **magnetic river concept**, which requires an **imbalance** of **forces** to obtain its **energy requirements**. Yes, Searl agrees that **Sir Isaac Newton's Second Law** applies in **reference** to **forces acting** upon the **mass** in **motion**. Searl can assure you that within this document that **law** will **constantly** appear. Because it is **FACT** and can be **proven** as you will witness in this book as we get **deeper** and **deeper** into the **forces at play**. **Mathematics is our tool box!**

Searl states that this **problem** can be **resolved** by **measuring** the **distance** which the **roller rotates** against a **time clock** to **certify** without doubt that the **roller set** has **covered** the same **distance** in the **same time unit** – if it does; then the **motion** is **class** as **uniform motion** and **Sir Isaac Newton** is **absolutely correct** on his **assumption**. I know that the **S.E.G.** will prove **Sir Isaac Newton (1642-1727)** **correct**; that is around **300 years ago** to this **time of 2014**. In that **time period** of **1642 - 1727** he made his **three assumptions**: which today we term them as **Laws**.

Searl say that is **time** to **understand** that Searl only interest is to slow down the **death** of this **planet – our home**, whether we like it or not; is not in the **equation**. Therefore, it's **time** we start to look after it, if it is not too late now. On a happier note; **Mike** just presented me today **Saturday 25<sup>th</sup> October 2014: 3 company stamp pads** which now allow me to **communicate** with all **officials regardless**, in the **manner** which is **expected** of me. Searl **notice** that some **companies** are **rather crude** about their **image** – I do not wish my **companies** to fall into that **image** of **disgrace**.



Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



This is just a **sample** what you may have found on the **internet** – I have no problem with that. There is **Charles, Sue and Tony** working on top of **Demo one, at Star Port Earth One**. That is now a **long time ago** now – **late 1960s** was an **exciting time** – which may never be seen again. Just like the **Concorde** it had its day of **excitement**.

Searl states that in **order** to use **Sir Isaac Newton's Laws**, we have to have some **formula** for the **force**; these **Laws** say **pay attention** to the **forces**. Searl points out that if an **object** is **accelerating** (**as you can witness experts claims upon the S.E.G**), Searl states that some agency is at work; find it. Searl reminds you that **Searl Aerospace Corporation program** is for the future of **dynamics** must be to **find the laws for the force**. Which may sound simple to you, but the question is: will that be simple, for example a **roller running around a base plate proves** nothing than an **illusion** of an **effect**. It does not **present** what the **forces** are which **create** that **illusion**. The same **problem** which I had with a **reporter** of the **News of the World**, which insisted that everyone knows what **gravity is**; except me. I asked him to prove to me what **gravity is** I am keen to learn. Upon which he dropped a paper weight and say there. I informed him that is what **gravity does** you say you knew what **gravity was**. From that **interview** he **wrote** the most **slander report upon me**, as **front page exclusive**.

Searl says that it surprises him that when **evil** is **knocking him down** the **opposite happens**, help comes your way, which under **normal conditions** would not had happen. But you should have read about that event, in my early books; therefore, it need not be repeated here. Searl appreciates that **Sir Isaac Newton** himself went on to give some **examples**. In the case of **gravity** he gave a **specific formula** for the **force**. Searl reminds you that in cases of other **forces** he gave some part of the **information** in his **Third Law**, which having to do with the **equality** of **action and reaction**. Which is a subject to study later on?

Searl cannot help seeing the **errors** which are made by **internet experts**, who love to show off what **intelligent nut case** they are, by showing the public that they are **experts** of **absolute nothing**, but **bullshit**. That is their **rights**, and they are **welcome** to it. We can only **pray** that **nature** will **save us all** from these **idiots**. Searl say that we need to toughen the laws and birch them in public where they have committed the offense.

## NORMAL CLIMB – 100 KIAS

## CONDITIONS:

Flaps Up  
Gear Up  
2550 RPM  
25 Inches MP or Full Throttle  
Cowl Flaps Open  
Standard Temperature

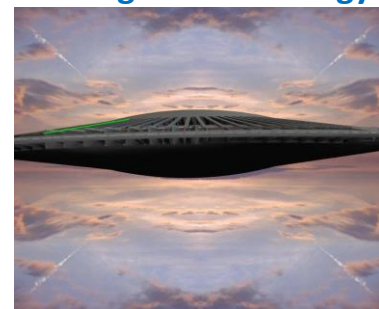
MIXTURE SETTING	
PRESS ALT	PPH
S.L. to 4000	108
8000	96
12,000	84

## NOTES:

1. Add 12 pounds of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10 °C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESS ALT FT	RATE OF CLIMB FPM	FROM SEA LEVEL		
			TIME MIN	FUEL USED POUNDS	DISTANCE NM
3800	S.L.	580	0	0	0
	2000	580	3	6	6
	4000	570	7	12	12
	6000	470	11	19	19
	8000	365	16	27	28
	10,000	265	22	37	40
	12,000	165	32	51	59
3500	S.L.	685	0	0	0
	2000	685	3	5	5
	4000	675	6	11	10
	6000	565	9	16	16
	8000	455	13	23	23
	10,000	350	18	31	33
	12,000	240	25	41	46
3200	S.L.	800	0	0	0
	2000	800	2	4	4
	4000	795	5	9	8
	6000	675	8	14	13
	8000	560	11	19	19
	10,000	445	15	25	27
	12,000	325	20	33	37

Figure 9: Fuel, Time, and Distance to Climb. This is a requirement that those who want to obtain a commercial pilot license must understand. Those in a number of ways apply for those who want a license to fly the I.G.V. As you should understand by now that the I.G.V. does not burn fuel as we understand it in our present day understanding of burning fuel for energy.



I am watching you, watching me, watching you which are true. I need your input to judge the required standing for flight crew.

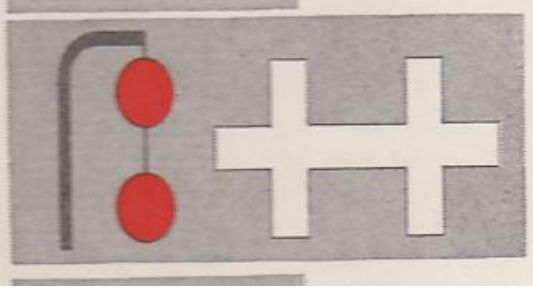
**U.S. Department of transportation: FAA-CT-8080-1C.**

**Federal Aviation Administration: This is a subject which the FAA needs you to understand.**

But here, it's proving how important **mathematics** is. I accept that **simple mathematics** will carry most people through life. But **Searl Aerospace Corporation** requires a **much higher knowledge** on **mathematical subjects** than that, if it is to **survive** as a **business**.

Searl states that **taking off** in a **conventional aircraft**, is **one thing**, **knowing** what to do in a **problem situation fast** in **another thing**. I expect such **events** will **not occur** with the **I.G.V.** If it does it would be more of **pilot's error**, than **machine failure**.





**Figure 1:** Searl states that in his days of flying: if he noticed **two red balls** on the signals mast coupled with a double cross in the signal area denote glider flying in progress. A yellow cross indicates the tow-rope dropping area.

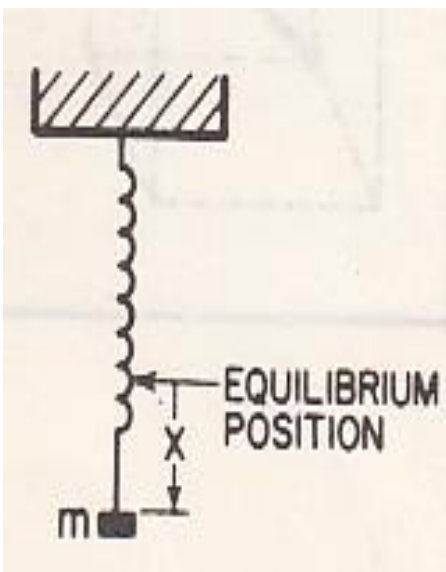
Searl admits that he never was a **glider pilot**, as he **prefers** an **engine** at least to **prevent** a **sudden change in direction** is **not in the best interest** of the **pilot** due to the **fact** that all **acting forces** will **chance** on the **mass**, in **relation** to it **velocity**.

Searl says let try extending our **previous example**, what are the **forces** on **object** near the **Earth's surface**? As the **S.E.G** is near the **Earth's surface**. Searl points out that the **force** in the **vertical direction** due to **gravity** is **proportional** to the **mass** of the **object** and is nearly **independent** of **height** for **heights** small compared with the **Earth's radius R**:  $F = GmM/R^2 = mg$  where  $g = GM/R^2$  is called to Searl **knowledge** as the **acceleration of gravity**. Searl explains: thus the **Law** of **gravity** tell us that **weight** is **proportional** to **mass**; the **force** is in the **vertical direction** and is the **mass times g**. Again Searl states we find that the **motion** in the **horizontal direction** is at **constant velocity**. The interesting **motion** is in the **vertical direction**, and **Sir Isaac Newton (1642-1727) Second Law** tells us:

$$mg = m(d^2x/dt^2). \quad (1.9)$$

Searl says that by **cancelling** the **m's** we find that the **acceleration** in the **x-direction** is **constant** and **equal** to **g**. This is of course the **well-known law** of **free fall** under **gravity**, which leads to the **equations**:

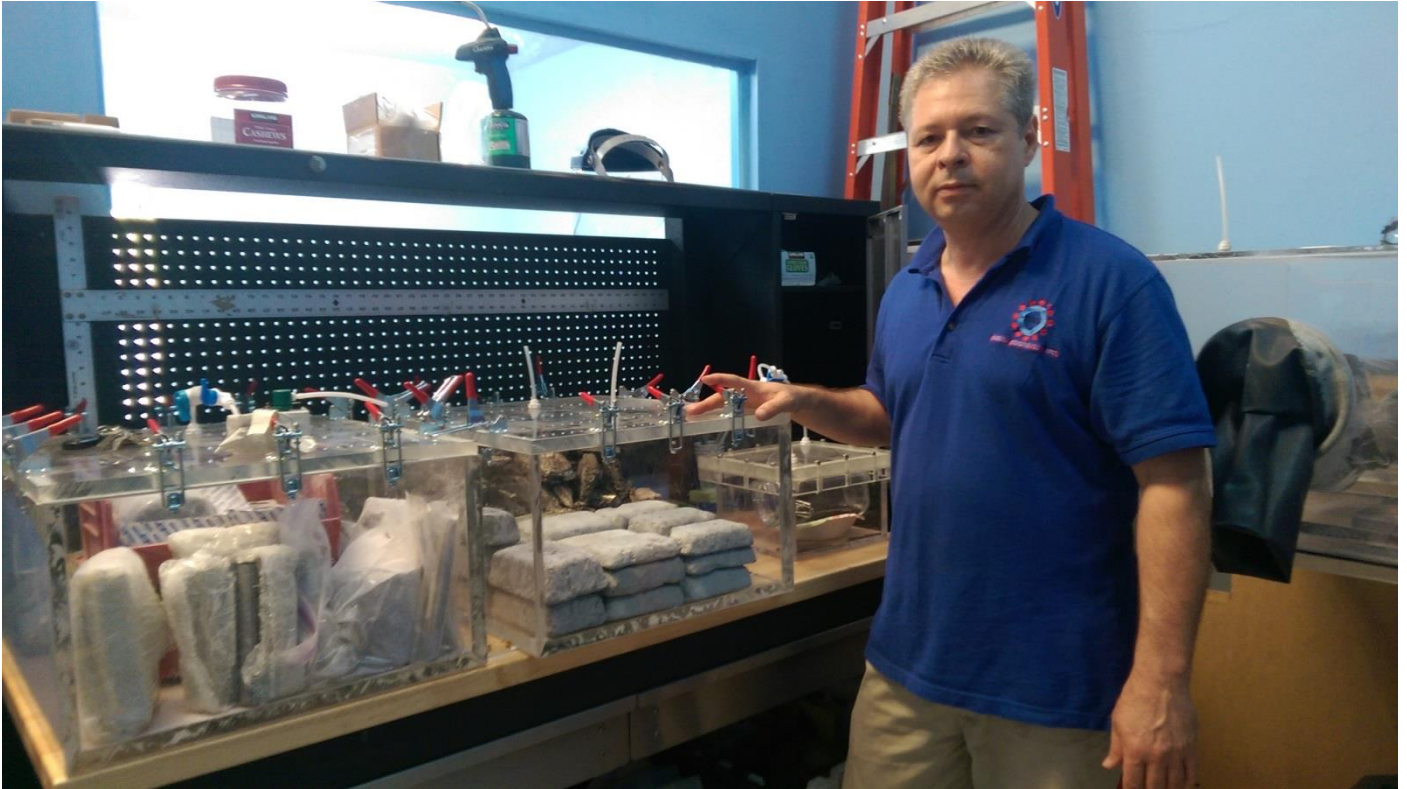
$$\begin{aligned} V_x &= v_0 + gt, \\ X &= x_0 + v_0t + \frac{1}{2}gt^2. \end{aligned} \quad (1.10)$$



**Figure 1.3: A mass on a spring.**



Searl admits that he gets a **great laugh** out of this so-call **expert** on the **internet** – but they do not have the **brains to understand that issue**.



Here you see the **proof** of the **raw materials** which **Fernando Morris corrected** from **Customs** on **Monday 20<sup>th</sup> October 2014**, which were a **load** of **rare Earths** from China. Thus **Morris** now has lot of **material** to **practice on** with the **new class** of **magnetizer**.

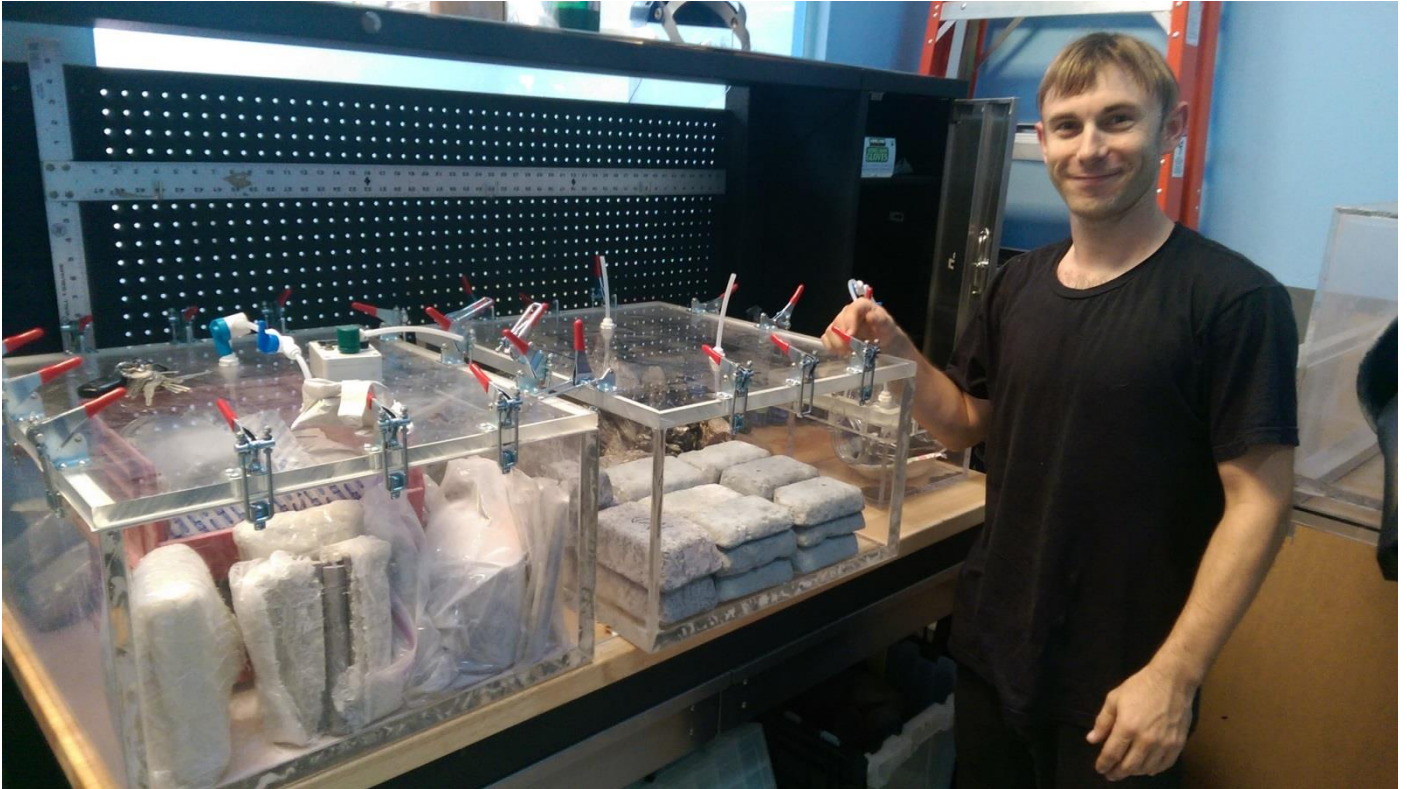
**Facts:** you asked for them, and I am giving them to you. Searl offers you another **example**, let us just **suppose** that we have been able to **build (not the S.E.G.) gadget** as shown in **Figure 1.3** which **applies a force proportional** to the **distance** and **directed oppositely**: a **spring**. If Searl forget about **gravity**, which is of **course balanced** out by the **initial stretch** of the **spring**, and talk only about **excess forces**, we see that if we **pull mass down**, the **spring pulls up**, while if Searl **push it up** the **spring pulls down**. Searl admits that this **machine** has been designed carefully so that the **force is greater**, the more Searl **pull it up**, in **exact proportion** to the **displacement** from the **balanced condition**, and the **force upward** is **similarly proportional** to how far we **pull down**.

Searl states that if we watch the **dynamics** of this **machine**, we see a **rather beautiful motion**: **up, down, up, down**: Searl state: that the **question is**, will **Sir Isaac Newton (1642-1727) equations correctly describe** this **motion**? Searl says let us see whether Searl can **exactly calculate** how it **moves** with this **periodic oscillation**, by **applying Sir Isaac Newton's Law (1.7)**. In the **present instance**, the **equation** is:

$$-kx = m(dv_x/dt). \quad (1.11)$$

Searl feels that he should not break up the next statement, thus allowing you to digests these statements presented here.





This is **Jason**, another **Alien**, I cannot say that is **true**, and as it is a secret. His task is to see what he can make out of this **bulk** of **materials**, other than to **consume it** to **increase** his **energy level**. Carry on **Jason**; you are doing a great job of **upsetting Brad** with your **energy output**.

Searl says that here we have a situation where the **velocity** in the **x-direction** **changes** at a **rate proportional** to **x**. Nothing will be gained by retaining **numerous constants**, so Searl shall imagine either that the **scale** of **time** has **changed** or that there is an **accident** in the **units**, so that Searl happen to have  $k/m = 1$ . Thus Searl shall try to **solve** the **equation**:

$$Dv_x/dt = -x. \quad (1.12)$$

To proceed, Searl must know what  $v_x$  is, but of course Searl know that the **velocity** is the **rate of change** of the **position**.

### Meaning of the dynamical equations:

Now let Searl try to **analyse** just what **equation (1.12)** means. Suppose that at a given **Time t** the **roller set** has a certain **velocity**  $v_x$  and **position** **x**. What is the **velocity** and what is the **position** at a **slightly later time**  $t + \epsilon$ ? If Searl can **answer** this **question** our **problem** is **solved**, for then Searl can **start** with the **given condition** and **compute** how it **changes** for the **first instant**, the **next instant**, the **next instant** and so on, and in this way Searl **gradually evolve** the **motion**.

Therefore, before Searl can fully explain the **operation** of the **S.E.G.** he need **input information** to work from and it is called **mathematics**. How about that: Flowerbower.

Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

### MAXIMUM RATE OF CLIMB

#### CONDITIONS:

Flaps Up  
Gear Up  
2700 RPM  
Full Throttle  
Mixture Set at Placard Fuel Flow  
Cowl Flaps Open  
Standard Temperature

MIXTURE SETTING	
PRESS ALT	PPH
S.L.	138
4000	126
8000	114
12,000	102

#### NOTES:

1. Add 12 pounds of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10 °C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
				TIME MIN	FUEL USED POUNDS	DISTANCE NM
3800	S.L.	97	860	0	0	0
	2000	95	760	2	6	4
	4000	94	660	5	12	9
	6000	93	565	9	18	14
	8000	91	465	13	26	21
	10,000	90	365	18	35	29
	12,000	89	265	24	47	41
3500	S.L.	95	990	0	0	0
	2000	94	885	2	5	3
	4000	93	780	5	10	7
	6000	91	675	7	16	12
	8000	90	570	11	22	17
	10,000	89	465	15	29	24
	12,000	87	360	20	38	32
3200	S.L.	94	1135	0	0	0
	2000	92	1020	2	4	3
	4000	91	910	4	9	6
	6000	90	800	6	14	10
	8000	88	685	9	19	14
	10,000	87	575	12	25	20
	12,000	86	465	16	32	26

**Figure 1.10:**  
**Fuel: Time, and Distance to Climb.**  
**NOTE:** that this only apply to conventional aircraft, and not to the I.G.V. At least: not the fuel requirement: as the I.G.V: does not burn fuel as we understand the term. But you need to understand this to get your Commercial Pilot License for conventional aircraft flying. The I.G.V. is without doubt a green flying machine.



### U.S. Department of Transportation: FAA-CT-8080-1C: Federal Aviation Administration:

I show you the **facts**, but I cannot make you believe them, due to your **education status**. Sad, that is just one of the problems I have to deal with. May be that is the **hardest nut** to **crack**. In **reference** to the **technology**, which is without doubt the **easiest** of my **problems** to solve?

My **sincere thanks** to those who have **faith** in this **new domain** of **technology**, and helping it to become **reality** in **today's world**, by which a **better world** will be **created**.





Gross Weight- 2300 Lbs.  
Standard Conditions  
Zero Wind Lean Mixture

NOTE: Maximum cruise is normally limited to 75% power.

ALT.	RPM	% BHP	TAS MPH	GAL/ HOUR	38 GAL (NO RESERVE)		48 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES
2500	2700	86	134	9.7	3.9	525	4.9	660
	2600	79	129	8.6	4.4	570	5.6	720
	2500	72	123	7.8	4.9	600	6.2	760
	2400	65	117	7.2	5.3	620	6.7	780
	2300	58	111	6.7	5.7	630	7.2	795
	2200	52	103	6.3	6.1	625	7.7	790
5000	2700	82	134	9.0	4.2	565	5.3	710
	2600	75	128	8.1	4.7	600	5.9	760
	2500	68	122	7.4	5.1	625	6.4	790
	2400	61	116	6.9	5.5	635	6.9	805
	2300	55	108	6.5	5.9	635	7.4	805
	2200	49	100	6.0	6.3	630	7.9	795
7500	2700	78	133	8.4	4.5	600	5.7	755
	2600	71	127	7.7	4.9	625	6.2	790
	2500	64	121	7.1	5.3	645	6.7	810
	2400	58	113	6.7	5.7	645	7.2	820
	2300	52	105	6.2	6.1	640	7.7	810
10,000	2650	70	129	7.6	5.0	640	6.3	810
	2600	67	125	7.3	5.2	650	6.5	820
	2500	61	118	6.9	5.5	655	7.0	830
	2400	55	110	6.4	5.9	650	7.5	825
	2300	49	100	6.0	6.3	635	8.0	800

U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:

**Figure 1.11: Cruise and Range Performance.** This you must **understand** to get your **Commercial Pilot License**. It does not cover all **requirements** for the **Inverse-Gravity-Vehicle (I.G.V.)** which does **not require fuel** as we **understand** it; as it **operates** on a **magnetic river principle**. But you need to **understand** this to **fly conventional aircraft** of today.



**Beware:** Searl is watching you. Here you see Morris of **Searl Magnetics Corporation** and **Carla** from our team in **China**, having yet another Legal meeting upon the subject of **China** to start **mass production** of the **S.E.G.** **Carla** is a **real spitfire** in a **company management section**, and will be coming here again later this month of **October 2014**. Which depends upon visa clearance?

Searl states that to be **specific**, let Searl suppose that at the **time  $t = 0$**  Searl has been given that  **$x = 1$**  and  **$v_x = 0$** . Why does the **roller move** at all? Searl states that because there is a **force** on it when it is at any **position except  $x = 0$** . Searl states that if  **$x > 0$** , that **force** is **upwards**. Therefore, Searl claims that the **velocity** which is **zero starts to change**, because the **law of motion**. Searl accepts that once it **starts to build up** some **velocity** the **roller set starts to move up**, and so on. Searl points out that now at any **time  $t$** , if  **$\epsilon$**  is **very small**, Searl may **express** the **position** at **time  $t + \epsilon$**  in **terms** of the **position** at **time  $t$**  and the **velocity** at **time  $t$**  to a very **good approximation** as:

$$X(t + \epsilon) = x(t) + \epsilon v_x(t). \quad (1.13)$$

Searl like you know that this is just the beginning of the **S.E.G. problem** of the **international web sites experts**. There is more to come to show them how **stupid** they are to **knock me**, when they lack **both knowledge** and **intelligence** upon this **subject**. The **S.E.G.** may appear to be **impossible**, so were the **bicycle** and the **car** not forgetting the **aircraft**. If we need to, we can add the **telephone**, **radar**, **wireless**, **iron ships**, you name it which the **experts** stated would **not work**, but they did, and so will the **S.E.G.** because it is inside the **law** of **reality**. My thanks to **Sir Isaac Newton** effort we shall win over all **mathematically problems** and the future shall be born.



## PRESSURE ALTITUDE 18,000 FEET



7	8
6	
4	5
3	
2	
1	

## CONDITIONS:

4000 Pounds  
Recommended Lean Mixture  
Cowl Flaps Closed

## NOTE

For best fuel economy at 70% power or less, operate at 6 PPH leaner than shown in this chart or at peak EGT.

RPM	MP	20 °C BELOW STANDARD TEMP -41 °C			STANDARD TEMPERATURE -21 °C			20 °C ABOVE STANDARD TEMP -1 °C		
		% BHP	KTAS	PPH	% BHP	KTAS	PPH	% BHP	KTAS	PPH
2500	30	---	---	---	81	188	106	76	185	100
	28	80	184	105	76	182	99	71	178	93
	26	75	178	99	71	176	93	67	172	88
	24	70	171	91	66	168	86	62	164	81
	22	63	162	84	60	159	79	56	155	75
2400	30	81	185	107	77	183	101	72	180	94
	28	76	179	100	72	177	94	67	173	88
	26	71	172	93	67	170	88	63	166	83
	24	66	165	87	62	163	82	58	159	77
	22	61	158	80	57	155	76	54	150	72
2300	30	79	182	103	74	180	97	70	176	91
	28	74	176	97	70	174	91	65	170	86
	26	69	170	91	65	167	86	61	163	81
	24	64	162	84	60	159	79	56	155	75
	22	58	154	77	55	150	73	51	145	65
2200	26	66	166	87	62	163	82	58	159	77
	24	61	158	80	57	154	76	54	150	72
	22	55	148	73	51	144	69	48	138	66
	20	49	136	66	46	131	63	43	124	59

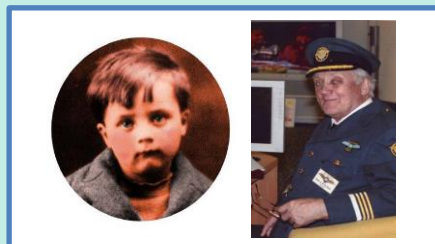
**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:**  
**Figure 1.12: Cruise Performance:** just another kind of **test question** that you are **expected** to **answer** to get your **Commercial Pilot License**. It is also well worth **understanding** to obtain a **License** to **fly** an **I.G.V.** even though it does **not fly air** as we **understand** **conventional aircraft flies**.

Searl states that the **I.G.V.** will **change** a **number** of **points** of a **conventional flying test**; but that is ok, we do not mind, for we are **tomorrow's flight development operators**.

### MAXIMUM RATE OF CLIMB

**CONDITIONS:**

Flaps Up  
Gear Up  
2600 RPM  
Cowl Flaps Open  
Standard Temperature



PRESS ALT	MP	PPH
S.L. TO 17,000	35	162
18,000	34	156
20,000	32	144
22,000	30	132
24,000	28	120

**NOTES:**

1. Add 16 pounds of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 10 °C above standard temperature.
3. Distances shown are based on zero wind.

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
				TIME MIN	FUEL USED POUNDS	DISTANCE NM
4000	S.L.	100	930	0	0	0
	4000	100	890	4	12	7
	8000	100	845	9	24	16
	12,000	100	790	14	38	25
	16,000	100	720	19	52	36
	20,000	99	515	26	69	50
	24,000	97	270	37	92	74
3700	S.L.	99	1060	0	0	0
	4000	99	1020	4	10	6
	8000	99	975	8	21	13
	12,000	99	915	12	33	21
	16,000	99	845	17	45	30
	20,000	97	630	22	59	42
	24,000	95	370	30	77	60
3400	S.L.	97	1205	0	0	0
	4000	97	1165	3	9	5
	8000	97	1120	7	19	12
	12,000	97	1060	11	29	18
	16,000	97	985	15	39	26
	20,000	96	760	19	51	36
	24,000	94	485	26	65	50

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:**

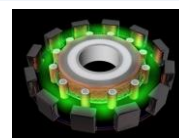
**Figure 1.13: Fuel: Time, and Distance to Climb.** You are **expected to understand** this requirement. Any question you are asked you should be able to present a **correct answer** based upon these **facts** which are here presented to you or you will **fail** the **test** for a **Commercial Pilot License**. That does not mean that you may **fail** for a **license to fly** the **I.G.V** as a member of the crew.



Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

**NORMAL CLIMB – 110 KIAS****CONDITIONS:**

Flaps Up  
 Gear Up  
 2500 RPM  
 30 Inches Hg  
 120 PPH Fuel Flow  
 Cowl Flaps Open  
 Standard Temperature

**NOTES:**

1. Add 16 pounds of fuel for engine start, taxi and takeoff allowance.
2. Increase time, fuel and distance by 10% for each 7 °C above standard temperature.
3. Distances shown are based on zero wind.

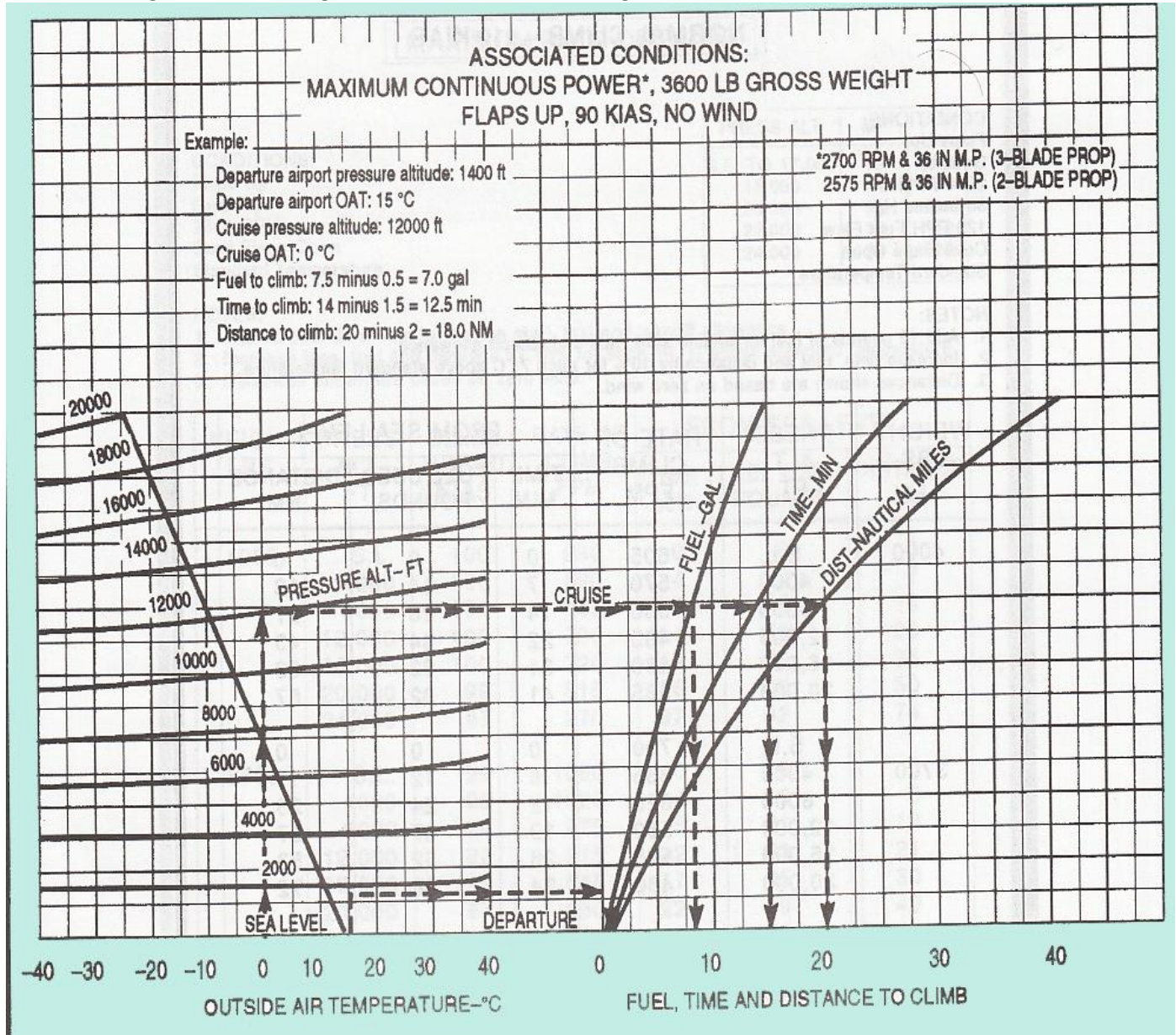
WEIGHT LBS	PRESS ALT FT	RATE OF CLIMB FPM	FROM SEA LEVEL		
			TIME MIN	FUEL USED POUNDS	DISTANCE NM
4000	S.L.	605	0	0	0
	4000	570	7	14	13
	8000	530	14	28	27
	12,000	485	22	44	43
	16,000	430	31	62	63
	20,000	365	41	82	87
3700	S.L.	700	0	0	0
	4000	665	6	12	11
	8000	625	12	24	23
	12,000	580	19	37	37
	16,000	525	26	52	53
	20,000	460	34	68	72
3400	S.L.	810	0	0	0
	4000	775	5	10	9
	8000	735	10	21	20
	12,000	690	16	32	31
	16,000	635	22	44	45
	20,000	565	29	57	61

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:**

**Figure 1.14: Fuel: Time, and Distance to climb.** For **conventional aircraft** these are **critical issues**, and you need to **understand** them to get your **Commercial Pilot License**. Even: if this does **not apply** to the **I.G.V.** A **license** for the **I.G.V.** must also be **obtained**, which involves other **subjects** in the **test**.



Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:**  
**Figure 1.15: Fuel, Time, and Distance to Climb.** Searl is illustrating the subjects which your test will relate, to obtain a **Commercial Pilot License**. Searl state that in some respects flying an **I.G.V.** similar graphs are required upon every mission accomplished.



**Figure af.1:** Searl states that in his days of flying, if he notices at military aerodromes displayed at the end of the runway. Landing dangerous. Aerodrome used for storage purposes only. Used: to mark unserviceable runways, etc., at civil aerodromes. Searl: should know, he is a pilot!

Searl states that in his days of flying he was expected to **understand** this **sign** to what it **applies**. Now you also know what it means. Throughout his documents he tries to show you his **world** as it was, and how it is now; a **completely different world**. I have no idea how **Albert Einstein (1879-1955)** would think of today **changes**. Wonder what **Sir Isaac Newton (1642-1727)** would think of today; guess he would be **completely shocked**. And many others too would be shocked upon the **massive change** over **time**.



Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

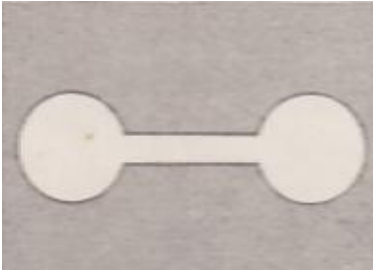


Here we witness a small group discussing the **S.E.G.** project; as usual they always agree to help us.



**1968** it was here – now gone, a real shame.

**Sample: of visitors listening to the facts of the S.E.G.**



Yes, you guess it: In Searl flying days: if he notices such a sign at any aerodrome would mean that landing and taking off on runways only. Taxiing on grass prohibited. Now you know what it indicates. Strange: how I miss those days of flying. Both Ian and Jim were great pilots and they taught me well.

You may wonder what this **information relates** to the **S.E.G.** or **I.G.V.** The answer is **elemental** if these **signs** are still in use today; the **pilots** of the **I.G.Vs** better know their **meanings** to **avoid losing** their **license**.

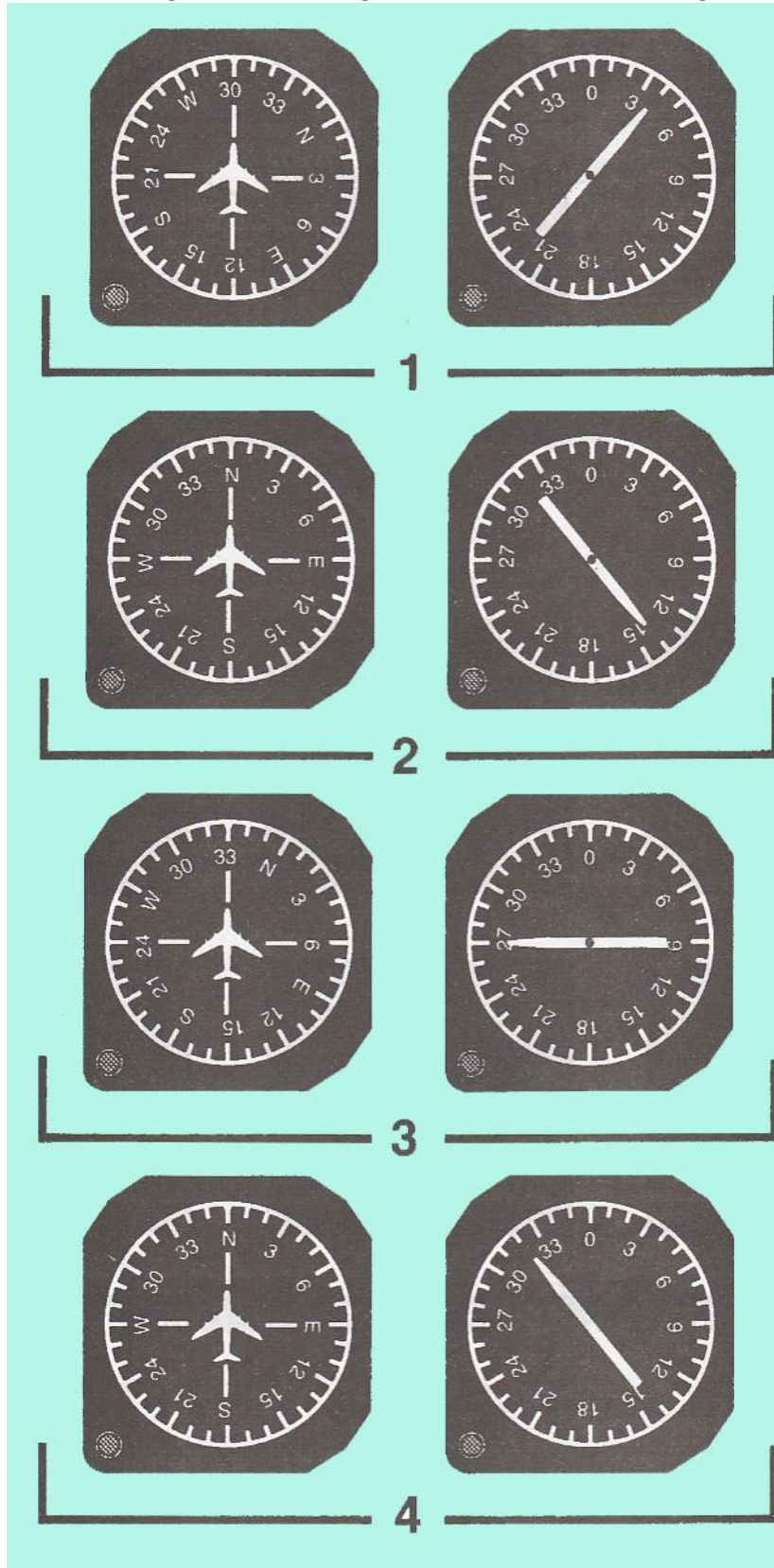
Searl points out that the **I.G.V.** is a **vertical take-off** and **vertical landing craft (VTVL)**. Therefore, **no runways** are required, just a **docking pad** similar to that of a helicopter pad.

Searl states that the **smaller** the **€**, the more **accurate** this **expression** is, but Searl says that it is still usefully **accurate** even if **€** is not **vanishingly small**. Now Searl ask what about the **velocity**? Searl says that in **order** to get the **velocity**, the **velocity** at the **time t + €**, Searl need to know how the **velocity changes**, the **acceleration**. And how is Searl going to find the **acceleration**? Searl states that one thing is certain; he needs very **high speed video cameras** that can capture the **movement** of **one revolution** in **time mode** that can then be study **stretching** the **time factor** by **50 times** or more so every point of **movement** can be studied. **Sir Isaac Newton** would say: that is where the **law** of **dynamics** comes in. He should know as he **invented** that **law**. Searl states that the **law** of **dynamics** tells Searl what the **acceleration** is. It says the **acceleration -x**:

$$V_x(t + \epsilon) = v_x(t) + \epsilon a_x(t) \quad (1.14)$$

$$= v_x(t) - \epsilon x(t). \quad (1.15)$$

I shall take a break here.



**U.S. Department of  
Transportation:  
Federal Aviation  
Administration:  
FAA-CT-8080-1C:**



**Figure 1.17:** Magnetic Compass (ADF): This is another sample what a Commercial Pilot should be able to cope with. This entire document is geared to mathematics. Something all pilots should understand. The compass only present you an image of the course magnetically which you have first worked out by mathematic. If your sums are wrong then your course you are flying is also wrong. Searl states that he will be dealing with each subject so far stated in more detail structure.

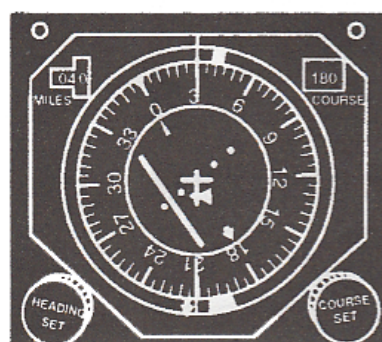
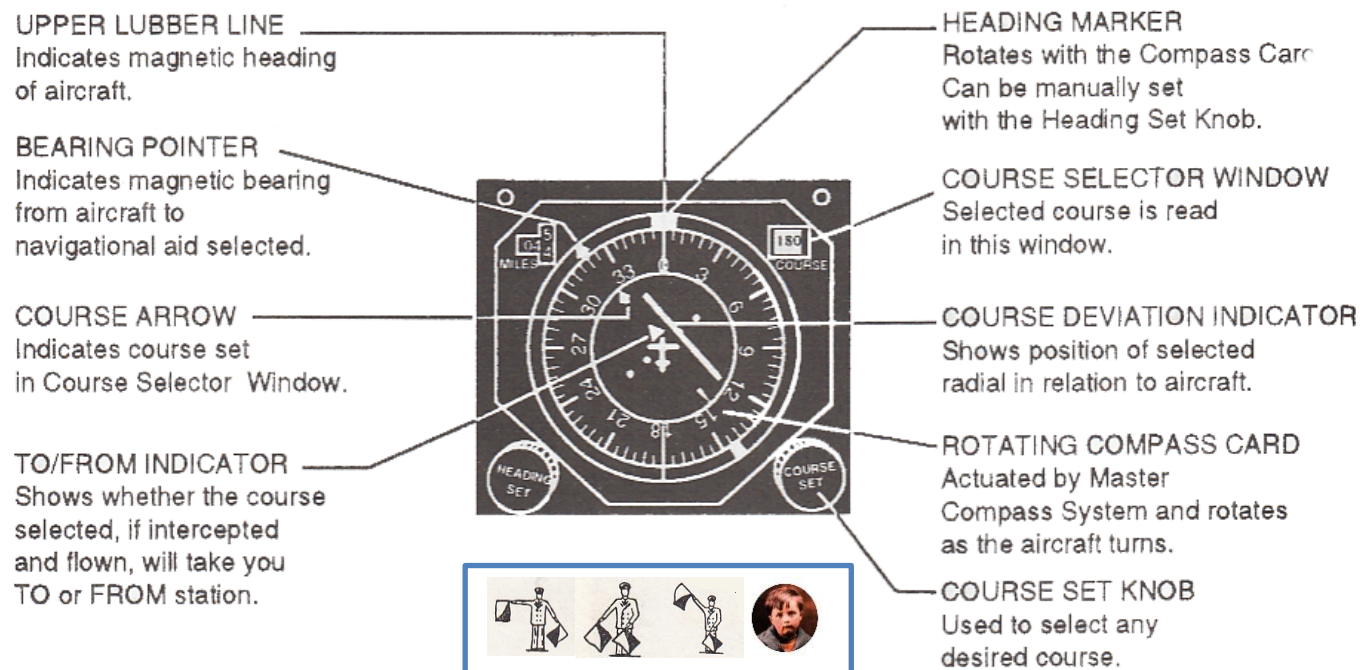


Could you name this aircraft?  
It's the **Antonov An-124**  
"**Condor**" **Ukraine**. As it is not the subject the data relating to in here. I shall not present it here. But it took a lot of mathematics just to construct it. Searl admit he has never seen one of them in flight.

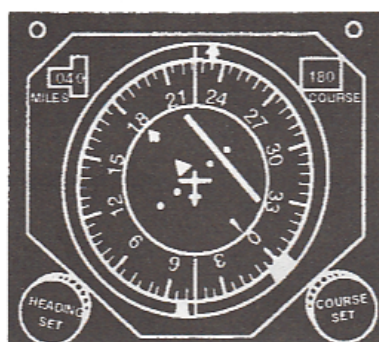
There are many problems yet to be solved before man can step on **planet Mars**. I have good reason to suspect man will in the end land there, but not many men will have that option. I, feel that I shall not be around to see that happen. It not the **spacecraft** so much the problem it's the **crew national functions** has to be solved first. Agree we get and support staff on the **ISS**. But that's near home base. Not a great problem – just the weather.  
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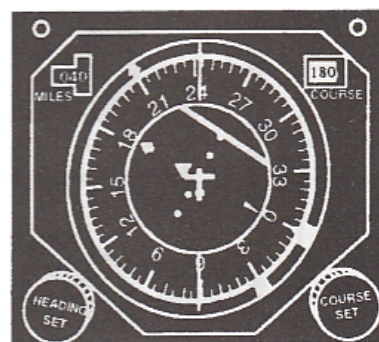
Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



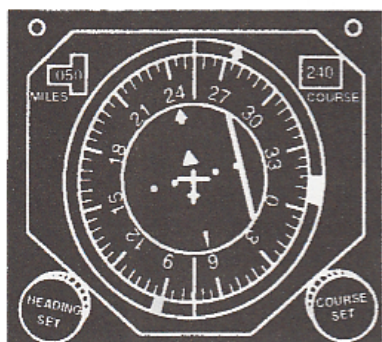
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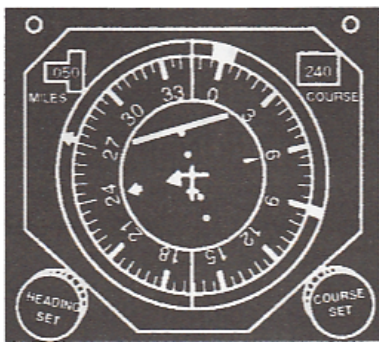
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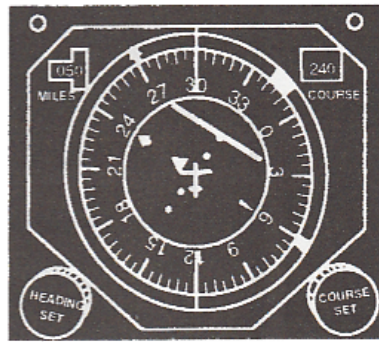
3



4



5



6

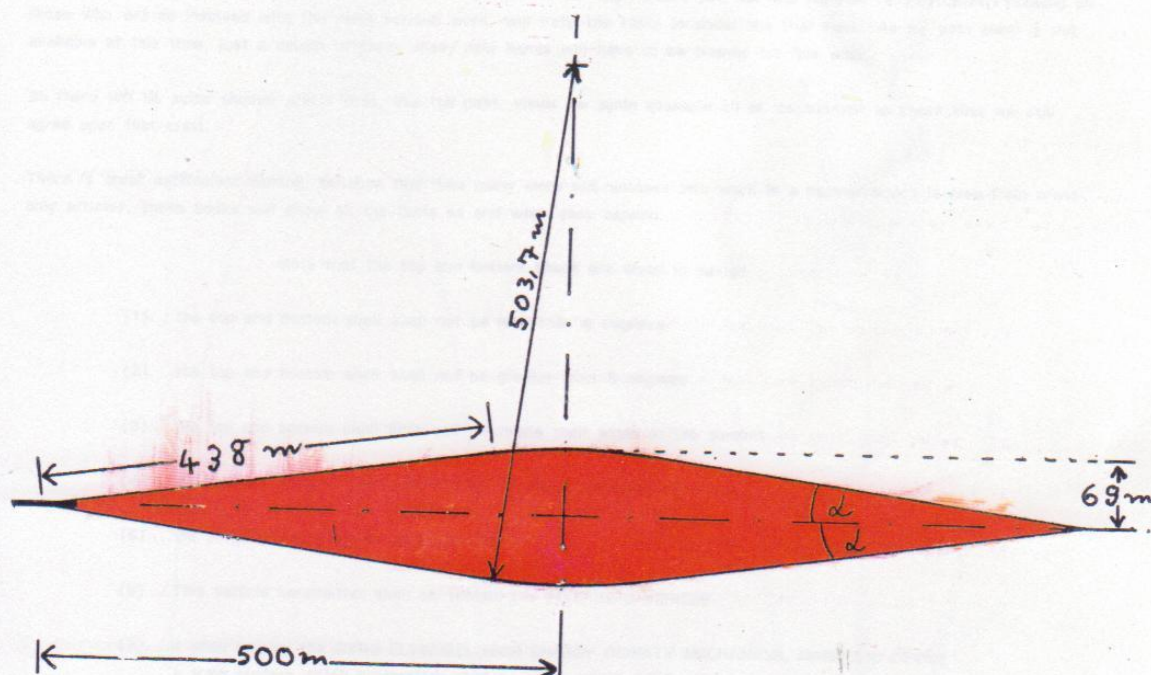
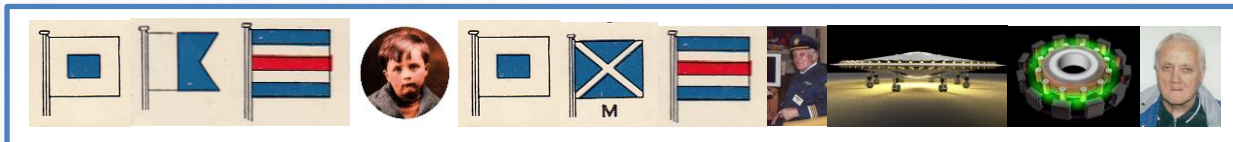
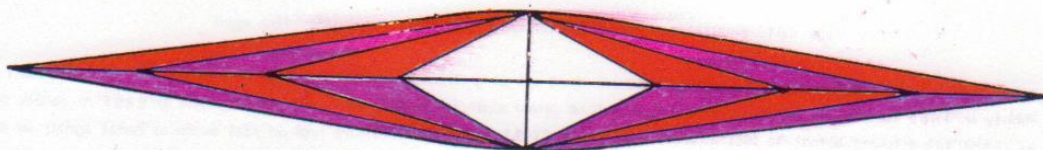
**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:**

**Figure 1.16: Horizontal Situation Indicator (HSI).** All this **data** is aim to help you to pass the **test** for a **Commercial pilot license** – more so, for those to wish to become **crew members** of a **mission** in the **future** with **Searl Aerospace Corporation**. Such new **class** of **aircraft** have **failed** to arrive at the **marketplace** due **entirely** to the **cost** to **manufacture** them. Will that now be the case of the **Inverse-Gravity-Vehicle (I.G.V)**. I hope not, as it is badly needed to meet the needs of **commercial space missions** including other important needs.



DREAM 1 STATES.

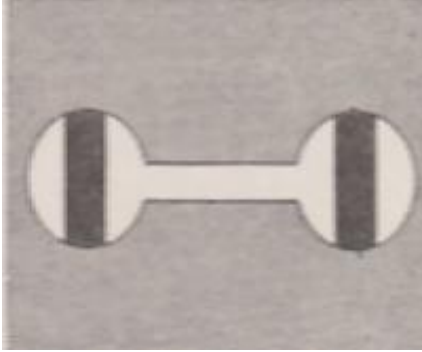
PAGE 401.



$$\begin{aligned} d &= 7^{\circ} 30' 00'' \\ r_1 &= 500 \text{ m} \\ h &= 69 \text{ m} \\ g &= 438 \text{ m} \\ r_2 &= 503,7 \text{ m} \end{aligned}$$

Designation / Benennung:	Annotation / Bemerkung:
Starship Eschiel MK II	Evolver data: see letter (1)
Scale / Maßstab:	Drawn by / Gezeichnet von:
1:6250	Reinshalden, 12.1.84 Dinto Müller





Again is the facts relating to Searl days of flying. If Searl noticed this sign. What would that meaning mean? It instructs pilots that landing and taking off on runways only. Taxiing on grass permitted. Amazing that after all these years of not flying he still remembers those days. Who knows that 82 years 5 months and 25 days old it would not be unusual if Searl returns to flying.

Agree, that Searl claims that this document is based upon **mathematics** – and it is everything you see within this document relates to **mathematics**, and photos of those who have helped Searl along the road, some have passed on, others have dropped out due to the fact that I had been robbed of everything and they could not see me being able to recover due to **rising cost**. Today, anyone who tries to take over is **sacked** and can never return again to this development. Enough is enough of those who think they can take over and kick me out. That is my world which I am living in: **greed** and **ignorance** stands out like a man without a head.

Searl remind you that **equation (1.14)** is merely **kinematics**; it says that a **velocity changes** because of the presence of **acceleration**. Searl was under the impression that all those who drive a **car**, or **fly** an **aircraft**, or **ride** a **motor bike** clearly understood that. But alas, the evidence on the **web** shows a **different story**; they **do not understand** that **FACT**. But **equation (1.15)** is **dynamics**, because it relates the **acceleration** to the **force**; it says that at this **particular time** for this **particular problem**, you can replace the **acceleration** by  $-x(t)$ . Searl states: therefore, if Searl know **both** the **x** and **v** at a **given time**, Searl would know the **acceleration**, which tells Searl the new **velocity**, and Searl would know the new **position**, as this is how the **S.E.G.** works, and in fact all **machinery works**. The **velocity changes** a little bit because of the **force**, and the **position changes** a little bit because of the **velocity**. Well done **Sir Isaac Newton** for your **input**, which turns out to be **absolutely correct**.

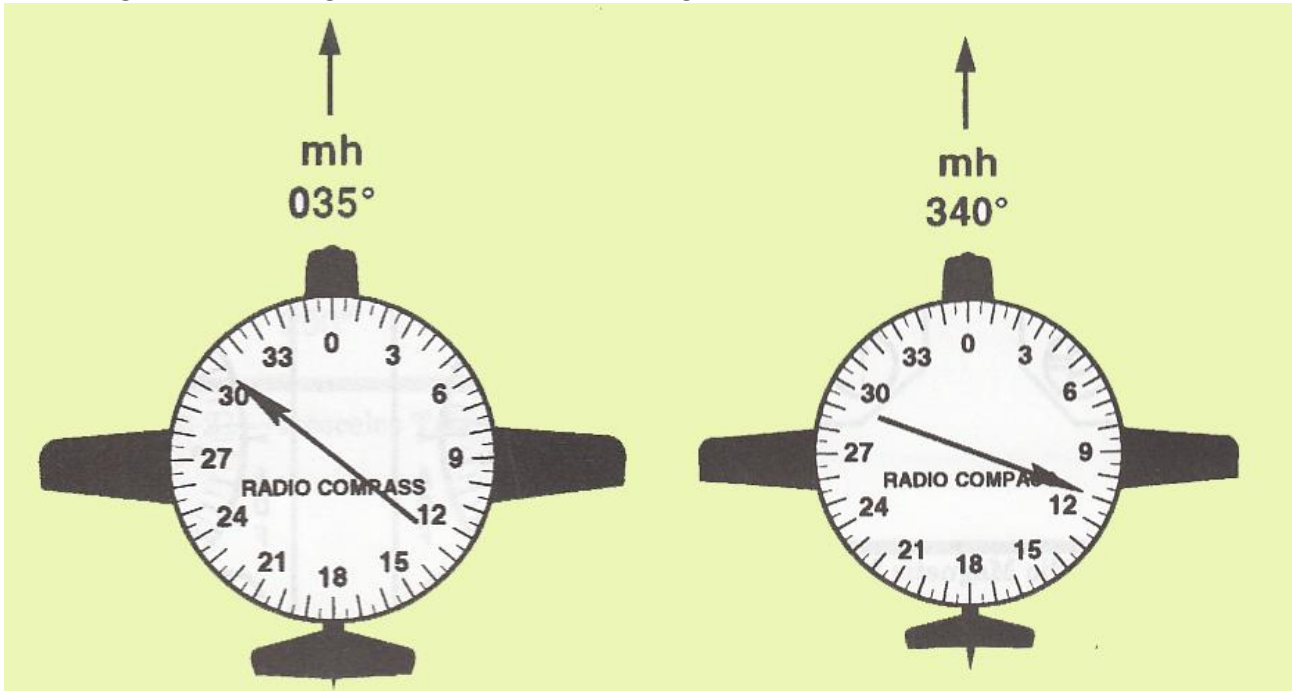
### Numerical solution of the equations:

Now let Searl really **solve** the problem. Suppose that Searl take  $\epsilon = 0.100$  seconds. After Searl do all the work is Searl now find that this is not **small enough** Searl may have to go back and do it again with  $\epsilon = 0.010$  seconds, Starting with our initial value  $x(0) = 1.00$ , what is  $x(0.1)$ ? It is the old  $x(0)$  plus the **velocity** (which is zero) times **0.10 seconds**. Thus  $x(0.1)$  is still **1.00** because it has not yet started to move. Searl states that the new **velocity** at **0.10 seconds** will be the old **velocity**  $v(0) = 0$  plus  $\epsilon$  times the **acceleration**. The **acceleration** is  $-x(0) = -1.00$ . Thus:

$$V(0.1) = 0.00 - 0.10 \times 1.00 = -0.10.$$

Searl will now let you have time to think about that issue – you are the **experts**.

Searl knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



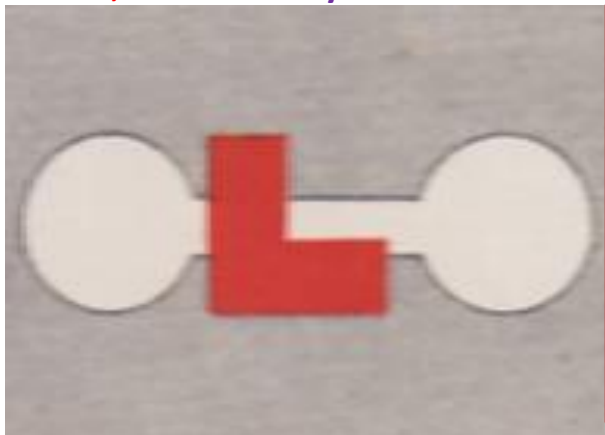
**Figure 1.18:**

**Figure 1.19:**

**Figure 1.18: Magnetic Heading Compass/ Radio Compass,** Searl never had such luxury of.

**Figure 1.19: Magnetic Heading Compass/ Radio Compass.**

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:** Understanding the employment of such instruments is vital to obtain a **Commercial pilot license**, more so to fly the **I.G.V.**



Yes you are correct again; Searl during his flying years had to understand what this symbol meant, otherwise you fail your test. It meant that light aircraft may land on special grass area. Taxiing on grass permitted. As Searl has been away from flying since 1980, he has no idea if such rules are still in operation, but guess Searl will find out soon.

Now that you have witness some of Searl life, you might; if human feel ashamed of your actions on the internet, which has delay the production of the **S.E.G.** And it is time to stop blocking now as agreements are progressing positive to get it into mass production sooner than later Searl states that you will never win; so **surrender** to him now.

Searl states that the **power** of a **man/woman virtue** should not be **measured** by **his/her** special efforts, but by **his/her** ordinary doing. Searl also states; do your best every day and your life will gradually expand into **satisfying fullness**. Searl says choose always the way seems the best, however rough it may be; custom will soon render it easy and agreeable. Was that **Pythagoras** who said that first? If so, he was **damn right**, I agree with him fully. Every day someone repeats what others have said, because it is **true**.



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**October 2014:** Searl Aerospace Corporation, U.S.A. moving in a **lathe** to **machine parts** for the **I.G.V.** research. Yes, it's one of our **old machines** to save money it will be serviced before we use it again. Unfortunate in a few days' time my **container** will arrive to be loaded in there; so the goods can be separated for the task they have to do. Today **Monday 27<sup>th</sup> October 2014**, **Morris** and **Mike** arrived at **1430** with the first large **4 drawer metal file storage unit** that contains mail I hope is still there, going back to **1950**. This photo may not appear impressive but that **machine** was first used in the **lab** for **5 years** and did the work needed with no trouble. When he got it, he stripped it, replaced worn out bearings and re-wired it. Amazing what you can do if you are determined to do it. That is the **truth** about the **S.E.G.** being **determined** to do it.



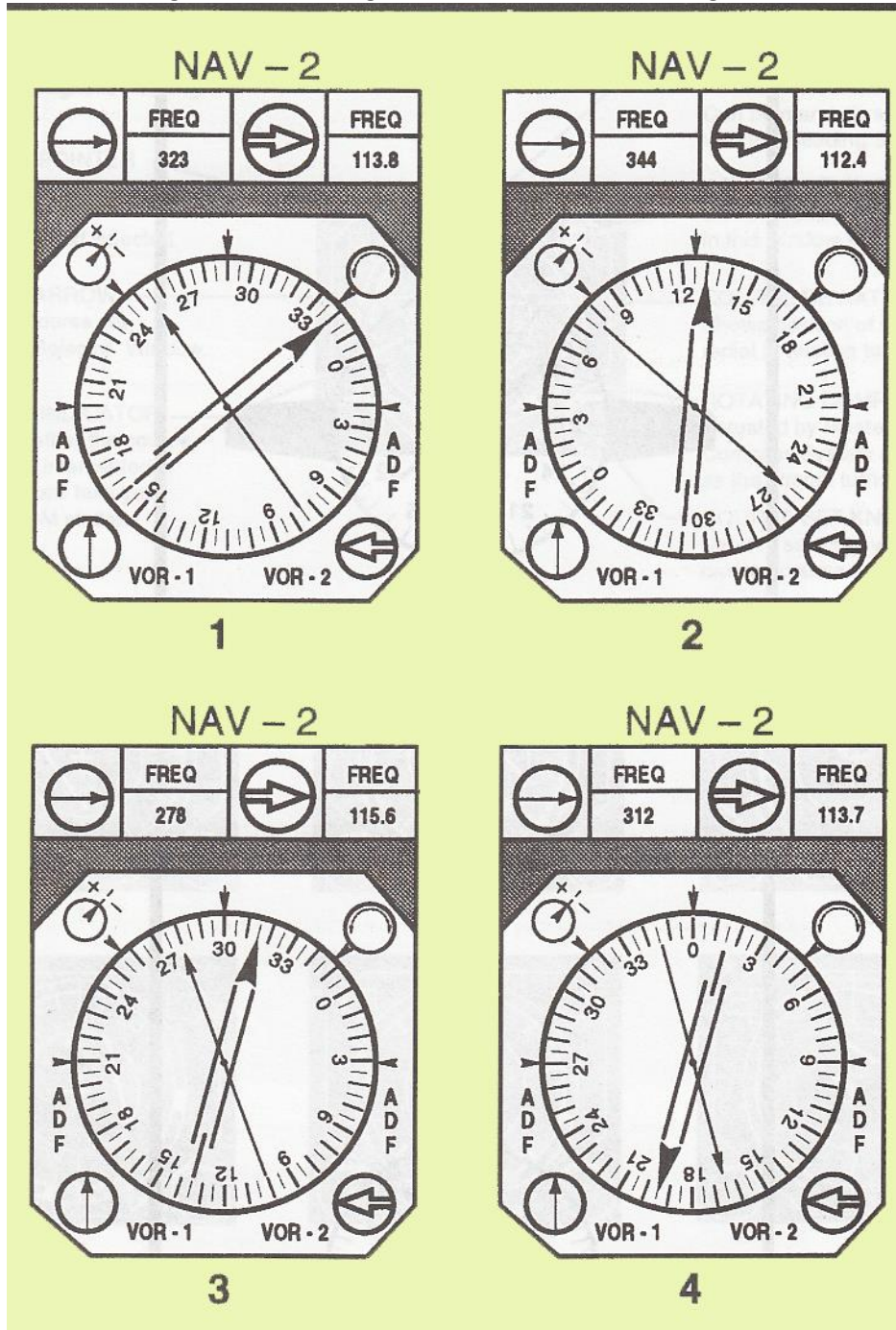
Searl agrees that it has been a long time since he had to understand what this **sign indicated**. At this stage he does not know if that **sign** is used here in the **U.S.A**, It **meant**: **Land** or **take-off** in **direction** of **T**. This is simple to understand.

Searl says: regret for the things we did can be tempered by time; it is regret for the things we did not do that is inconsolable. Searl admits that he have to do with the past only as he can make it useful to the present and the future. Searl states: the present moment is significant, not as the bridge between past and future, but by reason of its contents, which can fill our emptiness and become ours, if we are capable of receiving them.

The problem Searl see is that people don't listen to him, because they know it all or think they do, **which is not FACT, its fantasy**.



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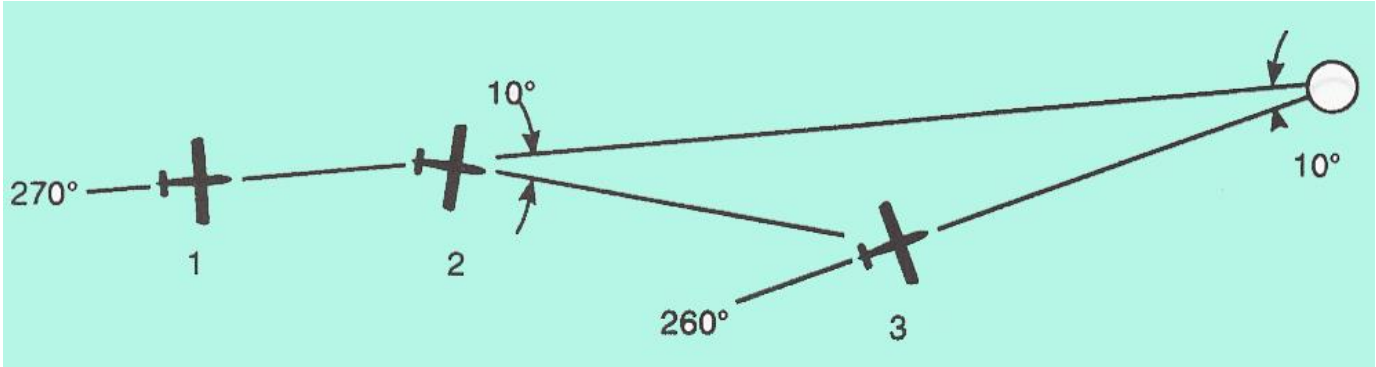


Meeting always start before they get inside that you can bank on. Searl knows that only too well.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C: Figure 1.20: Radio Magnetic Indicator (RMI).** Searl admits this is a **new instrument**, that was not available to him during his flying days, but he is determined to master it, as soon as possible. When Searl says that he is **determined**, he sure will achieve it. Searl states that such **instruments** shall be needed on **Star Ship Explorer 1**,

If Searl are ever to enjoy life, now is the time, not tomorrow or next year, as they all think: Today should always be Searl most wonderful day. Searl says that in his **darkest hour** his soul is replenished and given strength to continue and endure. As Searl says; it takes time to succeed because success is merely the natural reward of taking time to do anything well. My problem is: that women want give me the time; to get success, they forget my age limit. Page 339©

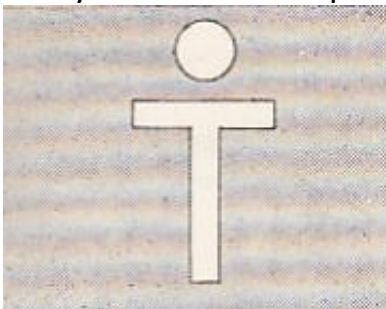




**Figure 1.21: -isosceles Triangle. A mathematical: objective.**

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:** This is another requirement expected from a Commercial Pilot to understand. Searl feels that all these subjects are part of a computer program which tests your skills towards obtaining your pilot license.

To fly an **I.G.V.** your test will be far more **complex** than this; I can assure you upon that issue. Searl states; that in his **training days** for **private pilot license**: was far more easy than today. Here is an sample what he means.



In Searl training as a pilot he was expected to understand what this **symbol meant**. It **means: Direction of take-off and landing may differ**. A **black ball** will be **suspended** from the **signal mask** when **landing** and **take-off directions** may **differ**. But that now is a long time ago. If still in use today I have no idea.

**FACT:** clearly **two different times** on just **one planet**. Searl is a person who will not let problems beat him, he will find a way somehow, as he has always shown throughout his life. By knocking him you get listed as **mentally ill**, lack of **education** and **ignorant**.

Searl continue that now at **0.20 seconds**:

$$\begin{aligned} X(0.20) &= x(0.1) + \epsilon v(0.1) \\ &= 1.00 - 0.10 \times 0.10 = 0.99 \end{aligned}$$

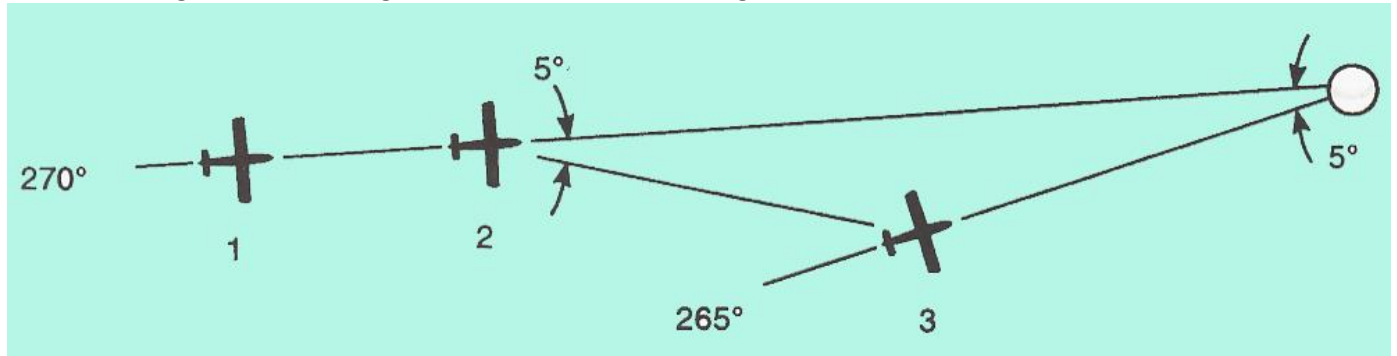
And

$$\begin{aligned} X(0.2) &= v(0.1 + \epsilon a(0.1)) \\ &= -0.10 \times 1.00 = -0.20. \end{aligned}$$

Searl reminds you that he can go on and on and on. Therefore, Searl can **calculate** the rest of the **motion**, and that is just what Searl shall do. However, Searl will for practical purpose, state that there are some little tricks by which Searl can increase the **accuracy**. Sad to say that he is running out of space here, so will cut and continue on the next page, thereby, avoiding breaking up the content which is about to follow.

Searl sincerely hope that you can follow his statements of how he view things

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**Figure 1.22: -Isosceles Triangle.** 2014 test by computer for **Commercial Pilot License**.

**U.S Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:**

Commercial Pilot License today use computer for testing pilots skills and understanding slightly more complicated then it use to be.



Searl showing **his time of flying**; this is part of his knowledge Base, at this moment of time he does not know if this **symbol** still in use: it **meant the special rules for air traffic in vicinity of aerodromes open to public use not in force. Permanently: displayed at all R.A.F. aerodromes.** And Searl should know he was a pilot.

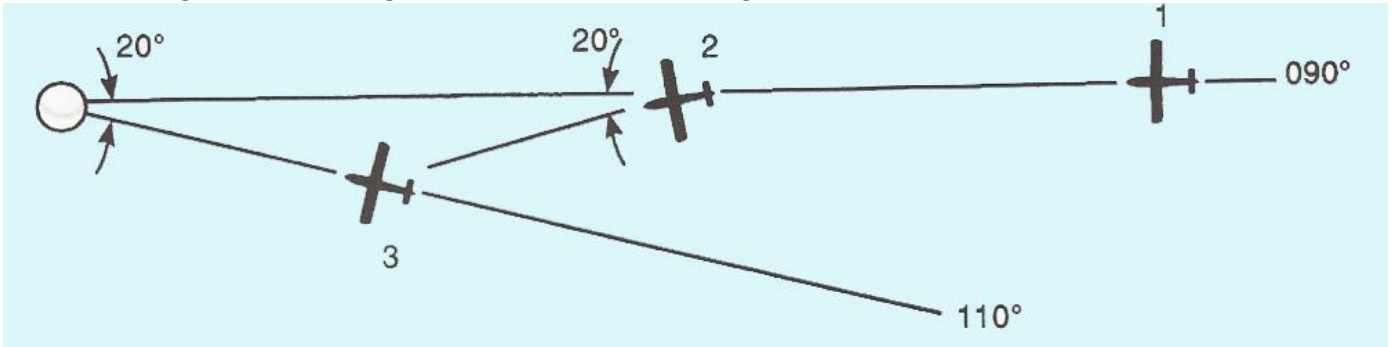
If Searl continued this calculation as Searl have started it, Searl would find the **motion** only rather crudely because **€ = 0.100 second** is rather crude, and Searl would have to go to a very small interval, say **€ = 0.01**. Then to go through a reasonable total **time** interval would take a lot of **cycles** of **computation**. So Searl shall **organize** the **work** in a way that will increase the precision of his calculations, using the same coarse interval **€ = 0.10 second**. This can be done if Searl make a subtle improvement in the **technique** of the **analysis**.

**Notice:** that the new position is the old position plus the **time** interval **€** times the **velocity**. But the **velocity** when? The **velocity** at the beginning of the **time** interval is one **velocity** and the **velocity** at the end of the **time** interval is another **velocity**. Searl states that the improvement is to use the **velocity halfway between**. If Searl know the **speed** now, but the **speed** is **changing**, then Searl is not going to get the **right answer** by going at the same **speed** as now. Which states that you **experts** on the **web** are **idiots** and have no idea what you are saying. Searl should use some **speed** between the **now speed** and the **then speed** at the end of the interval, the same considerations also apply to the **velocity**: to compute the **velocity** changes, Searl should use the **acceleration** midway between the two **times** at which the **velocity** is to be found.

Searl admits that he is enjoying writing this document for the world to see what he has to endure from **idiots** on the **internet**. Who are **successful** to **impress fools** to believe that they are **experts**? Searl agrees that everyone has the **right** to say what they **think based** upon their **lack** of **education**.



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**Figure 1.23: Isosceles Triangle:** Searl agrees that this is a **different way** than he was taught. **U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C:** The above image is what I **understand** is required today for passing the **test** to become a **Commercial Pilot**. In my days in the **UK**, **radar control** would instruct me to **change direction** or **change height**, which **means** that I am flying below **3,000 feet**, for some reason there may be a problem ahead.



Searl had to understand the meaning of this **sign: which is that special care necessary in landing owing to temporary obstruction or other reasons**. It is possible such **symbols** can be found at **airfields** in the **UK today**, or elsewhere.

At 82 years, 5 months and 26 days old: he is still a pilot at heart, regardless of age. Searl memory is reasonable good on most things still; after all he has been through.

Thus the equations that Searl shall actually use will be something like this: The **position** before **plus € times** the **velocity** at the **time** in the **middle** of the **interval**. Similarly, the **velocity** at this **halfway point** is the **velocity** at a **time € before** (**which is in the middle of the previous interval**) plus **€ times** the **acceleration** at the **time t**. Searl will attempt to explain that in a more **common understanding**: The doctor gives you a **container** for a **sample**, **he/she** do not expect you to **pee right away** into the **container**, but wait for a second then insert the container to collect a sample. They do not need the **start** and **finish rubbish**, but the **mid type** for **best results**.

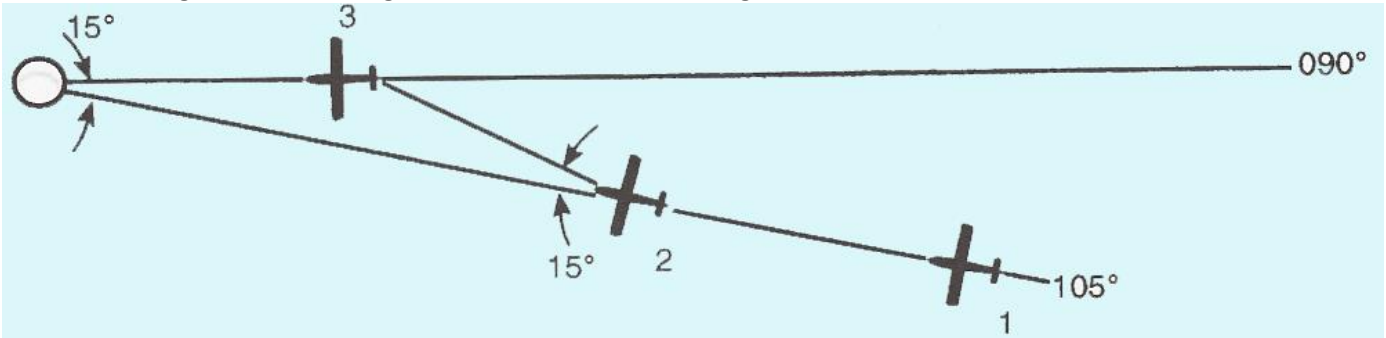
That is, Searl use the equations:

$$\begin{aligned} X(t + \epsilon) &= x(t) + \epsilon v(t + \epsilon/2, \\ V(t + \epsilon/2) &= v(t - \epsilon/2) + \epsilon a(t), \\ a(t) &= -x(t). \end{aligned} \quad (1.16)$$

Searl will allow you time to think upon this issue.

Searl states: that genius is nothing but a greater aptitude for patience' How true, but do you know who actually stated that – I guess that you do not know – it was Benjamin Franklin (1706 – 1790), American statesman diplomat, Author, scientist and inventor.

Searl: knowledge 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



**Figure 1.24: Isosceles Triangle:** These samples are for the benefit of those who want to be pilots flying the I.G.V; or any other **conventional aircraft** of today.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C: A requirement of understanding who want to become Commercial pilots or to fly the I.G.V.**



This is yet another **symbol** Searl had to **understand** to get his license. It **means: Landing prohibited**. I guess that you knew that. Searl guess that is still in use today, if not he would be surprise, as **cost rises small airfields have to close**.

Such an event is sad, because it show the **success of man over birds**, which has taken man **centuries** to achieve.

There remains only one slight problem: what is  **$v(\epsilon/2)$** ? At the start, Searl are given  **$v(0)$** , not  **$v(-\epsilon/2)$** . To get Searl calculation started, Searl shall use a special equation, namely  **$v(\epsilon/2) = v(0) + (\epsilon/2)a(0)$** . Are you still with me?

I am still talking about the **S.E.G. functions**. Which is a **straight forward equation** for **x, y, and z functions**.

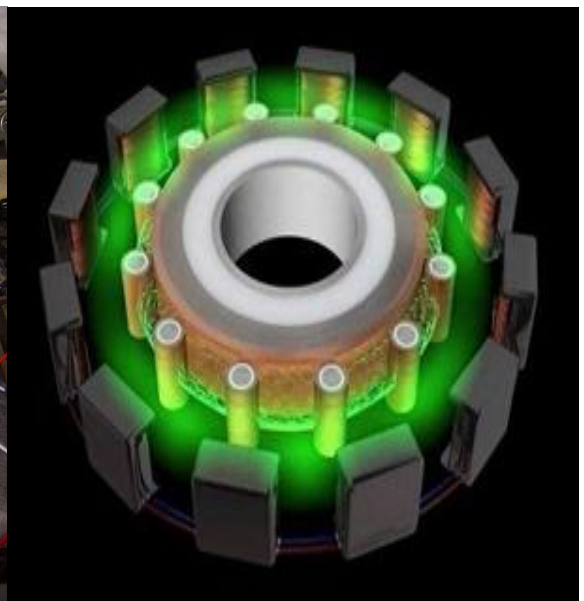
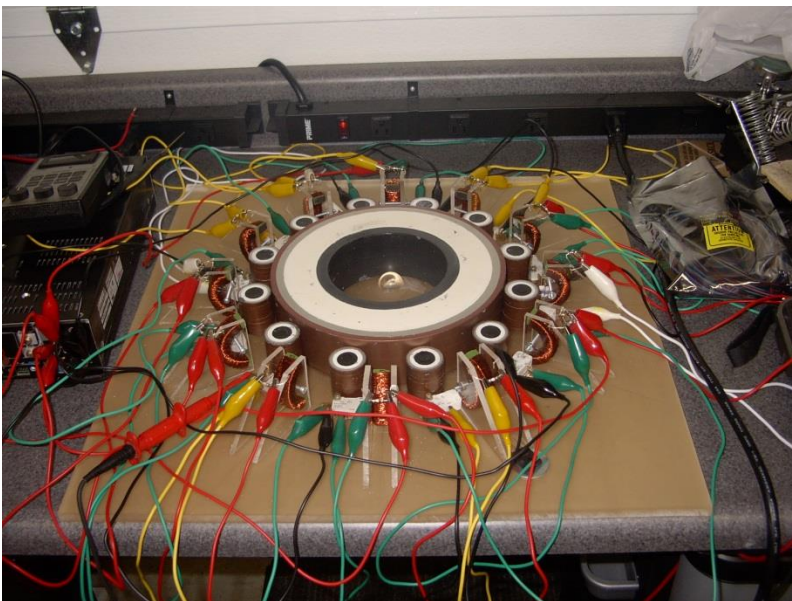


Image showing the testing which has been undertaken by **SMI**, in the effort of solving **force**, that was needed to **start the movement** for the **x, y, and z values** which are needed.



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Solution of  $dv_x/dt = -x$  interval:  $\epsilon = 0.10$  second.

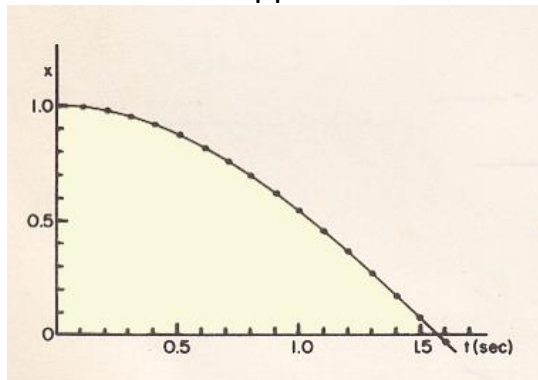
$t$	$x$	$v_x$	$a_x$
0.0	1.000	0.000	-1.000
0.1	0.995	-0.050	-0.995
0.2	0.980	-0.150	-0.980
0.3	0.955	-0.248	-0.955
0.4	0.921	-0.343	-0.921
0.5	0.877	-0.435	-0.877
0.6	0.825	-0.523	-0.825
0.7	0.764	-0.605	-0.764
0.8	0.696	-0.682	-0.696
0.9	0.621	-0.751	-0.621
1.0	0.540	-0.814	-0.540
1.1	0.453	-0.868	-0.453
1.2	0.362	-0.913	-0.362
1.3	0.267	-0.949	-0.267
1.4	0.169	-0.976	-0.169
1.5	0.070	-0.993	-0.070
1.6	-0.030	-1.000	+0.030

Now Searl are ready to carry through his calculation. For convenience, Searl may arrange the work in the form of a table, with columns for the **time**, the **position**, the **velocity**, and the **acceleration**, and the in-between lines for the **velocity**, as shown in **Table 1.1**. Such a table is, of course, just a convenient way of representing the numerical values obtained from the set of equations (1.16), and in fact the equations themselves need never be written.

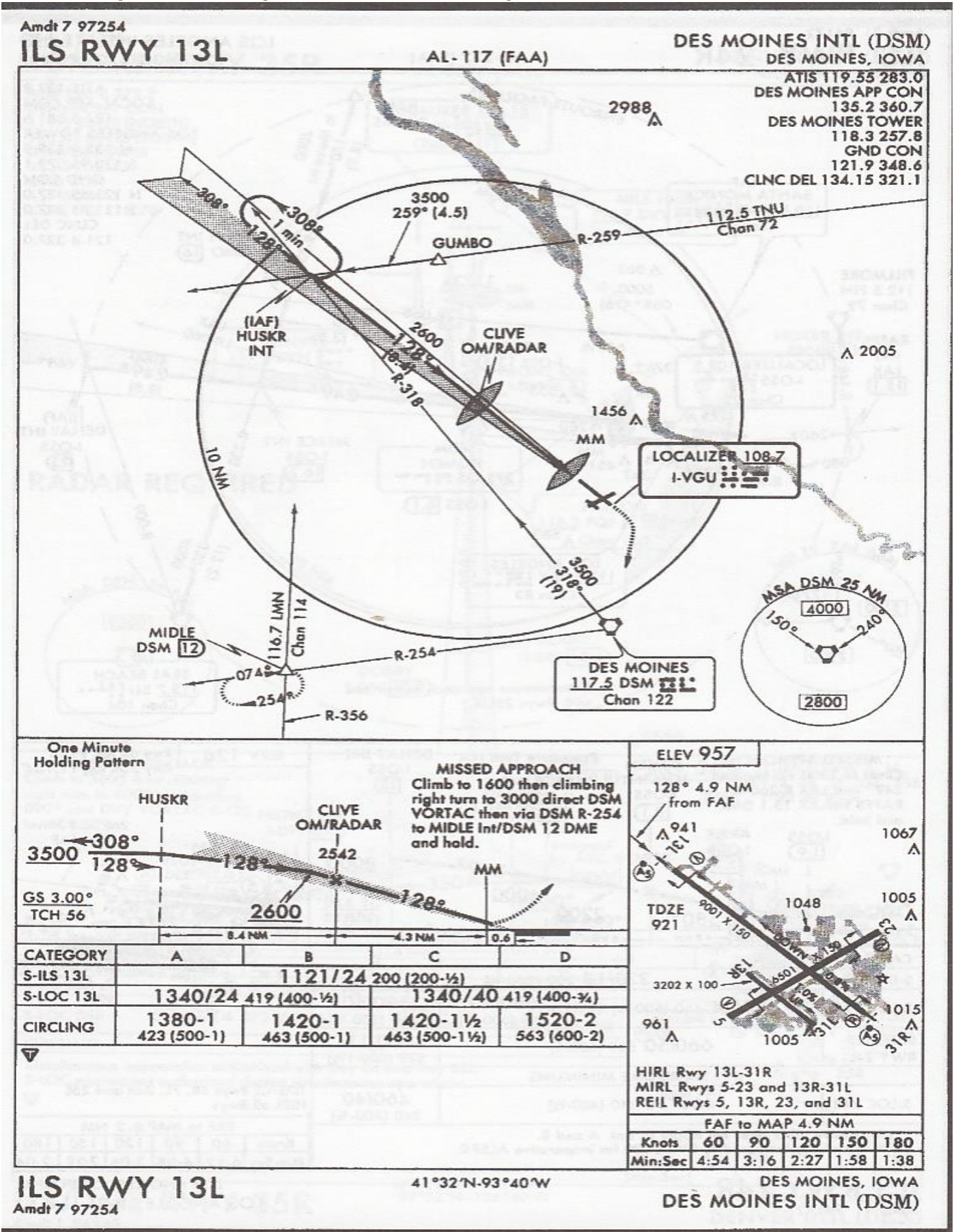


Proof, if you cannot afford a buy a readymade oven unit; you just make one yourself which Mike Windle has done; it's much cheaper. It is to melt rare earths so we can cast the material into moulds to get a coarse shape to machine to require shape – well done Mike

**Table 1.1:** This applies to the **S.E.G.** as to other machines.



**Figure 1.4:** Graph of the **motion** of a **mass** on a spring: Searl understand that this is a common concept in teaching, nevertheless, its true sample of **forces**, and **acceleration**, against **time** and **direction**, and this issue where being worked on years before Christ appeared; which represent a long time for the **S.E.G** to appear. But it can do now.



**Figure 1.23: ILS RWY 13L (DSM):** Pilots on the flight crew of I.G.Vs must understand such details.



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**Figure 1.23** on page is requirement of the **U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C**. Now for something easier for you to understand



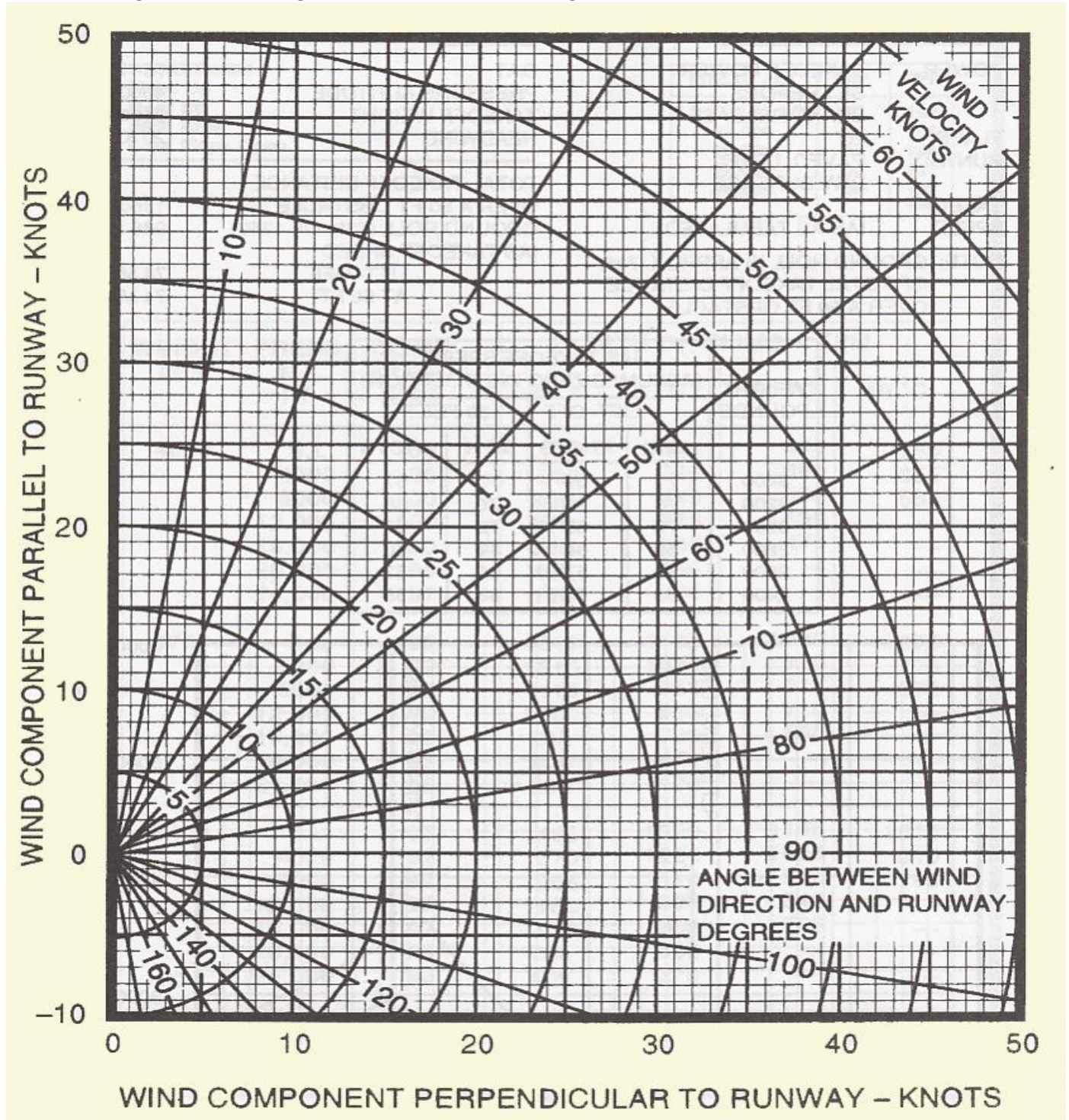
You got it: that is I am talking to a female about the **S.E.G**. So those of you who say that I do not tell people about the **S.E.G**: beware that your sins will find you out!



Here again is what Searl was expected to **understand** the **meaning** of: the **meaning of this signal**: confined to **R.A.F** and **R.N.**, and **M.O.S. aerodromes**. **Emergency landings only: as normal facilities not available**. Searl guess that was easy for anyone to remember. That was in his **flying days** in the **UK**.

Searl just fill in the various spaces in the table one by one, naturally, as he had no other option. This table now gives Searl a very good idea of the **motion**: it **starts** from **rest**, first picks a little upward (**negative**) **velocity** and it loses some of its **distance**. The **acceleration** is then a little bit less but it is still gaining **speed**. But as it goes on it gains **speed** more and more slowly, until as it passes  **$x = 0$**  at about  **$t = 1.50$  second** Searl can confidently predict that it will keep going, but now it will be on the other side; the **position  $x$**  will become **negative**, the **acceleration** therefore **positive**. Thus the **speed** decreases. Searl remarks that it is interesting to compare these numbers with the **function  $x = \cos t$** , which is done in **Figure 1.4**. Page 162: The agreement is within the three significant figure accuracy of Searl calculation! Searl shall see later that  **$x = \cos t$**  is the **exact mathematical solution** of Searl equation of **motion**, but it is an impressive illustration of the power of **numerical analysis** that such an **easy calculation** should give such **precise results**. Searl trust that you can still follow **Sir Isaac Newton Second Law**.





**Figure 1.31: Wind Component Chart:** In Searl **flying days** in the **UK**, he had the same **requirement** but was **completely different** as you will see later in my books.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**



In Searl **flying days** he had to **understand** what this **symbol meant**. Its **meaning** was: **circuits or partial circuits must be right-handed**. **Keep movement area on the right**. A green flag is flown on the signals must showing pilots on the ground that a right-hand circuit is in operation. NOTE that Astronauts or Cosmonauts flying I-G-Vs have lots more to understand.



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Searl now intends to speed up the **forces** that apply to another subject which still falls inside of the **Searl Technology** future interest.

### Planetary motion:

The above analysis is very nice for the **motion** of an **oscillating spring**, but can Searl analyse the **motion** around the Sun? As the S.E.G. is primarily the sun function as Searl seeing it? Let Searl see whether he can arrive at an **approximation** to an **ellipse** for the **orbit** of an **I.G.V.** Searl shall suppose that the **Sun** is **infinitely heavy**, in the sense that Searl shall not include its **motion**. Suppose that the **planets starts** or the **I.G.V.** at certain place and is **moving** with a certain **velocity**; it goes around the **Sun** in some **curve**, and Searl shall try to analyse, by **Sir Isaac Newton's laws** of **motion** and his law of **gravitation**, what the **curve** is. HOW?

Searl says that a given **moment** it is at some **position** in **space**. If the **radial distance** from the **Sun** to this **position** is called **r** then Searl knows that there is **forces directed** in ward which, according to the **law** of **gravity**, is equal to a constant times the product of the Sun's **mass** and the planet's or the **I.G.V mass** divided by the square of the **distance**. Searl says that to analyse this further Searl must find out what **acceleration** will be produced by this **force**. Searl shall need the components of the **acceleration** along two **directions**, which Searl call **x** and **y**. Thus if Searl specify the **position** of the plant or **I.G.V** at a given **moment** by giving **x** and **y** (Searl shall suppose that **z** is always zero because there is no **force** in the **z-direction** and, if there is no initial **velocity**  $v_z$ , there be nothing to make **z** other than zero) the **force** is **directed** along the line joining the planet or **I.G.V.** to the Sun, as shown in **Figure 1.5**.

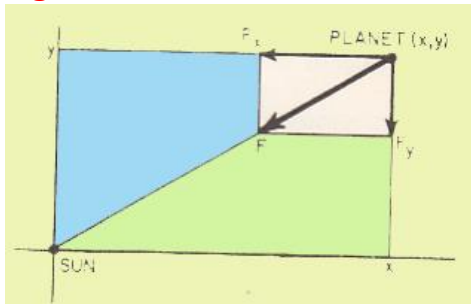


Figure 1.5: The **force** of **gravity** on a planet; here is where the problem arrives will the **I.G.V** create a condition whereby **gravitation force** is inverted, thereby, it would push instead of attracting the **I.G.V.** an interesting thought.

Searl says from this Figure he sees that the horizontal component of the **force** is related to the complete **force** in the same manner as the horizontal **distance x** is to the complete hypotenuse **r**, because the two triangles are similar. Alas, if **x** is **positive**, **F<sub>x</sub>** is **negative**.

Searl says that  $F_x/|F| = -x/r$ , or  $F_x = -|F|x/r = -GMmx/r^3$ . Now Searl use the **dynamical law** to find that this **force** component is equal to the **mass** of planets or **I.G.V.** times the rate of change of its **velocity** in the **x-direction**. Thus Searl find the following laws:

$$\begin{aligned} m(dv_x/dt) &= -GMmx/r^3, \\ m(dv_y/dt) &= -GMmy/r^3, \\ r &= \sqrt{x^2 + y^2}. \end{aligned}$$

(1.17)

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

This, then, is the set of equations Searl must solve. Again, in order to simplify the numerical work, Searl shall suppose that the **unit of time**, or the **mass of the Sun**, has been so adjusted (**or luck is with us**) that **GM = 1**. For our specific example Searl shall suppose that the initial **position** of the planet or **I.G.V.** is at **x = 0.500** and **y = .000**, and that the **velocity** is all in the **y-direction** at the start, and is of **magnitude 1.6300**. Now how do Searl make the calculation? Searl again make a table with columns for the **time**, the **x-position**, the **x-velocity  $v_x$** , and the **x-acceleration  $a_x$** ; then, separated by a line, three columns for **position**, **velocity**, and **acceleration** in the **y-direction**. In order to get the **accelerations** Searl are going to need (**1.17**); it tells Searl that the **acceleration** in the **x-direction** is  **$-x/r^3$** , and the **acceleration** in the **y-direction** is  **$-y/r^3$** , and that **r** is the square root of  **$x^2 + y^2$** .

Thus, given **x** and **y**, Searl must do a little calculating on the side, taking the **square root** of the sum, and then, to get ready to calculate the **two accelerations**, it is useful also to evaluate  **$1/r^3$** . This work can be done rather easily by using a table of squares, cubes, and reciprocals: then Searl need only multiply **x** by  **$1/r^3$** , which Searl do on a **slide rule**.

Searl calculation thus proceeds by the following steps, using **time intervals  $\epsilon = 0.100$** : Initial values at **t = 0**;

$$\begin{array}{ll} x(0) = 0.500 & y(0) = 0.000 \\ v_x(0) = 0.000 & v_y(0) = +1.630 \end{array}$$

From these Searl find:

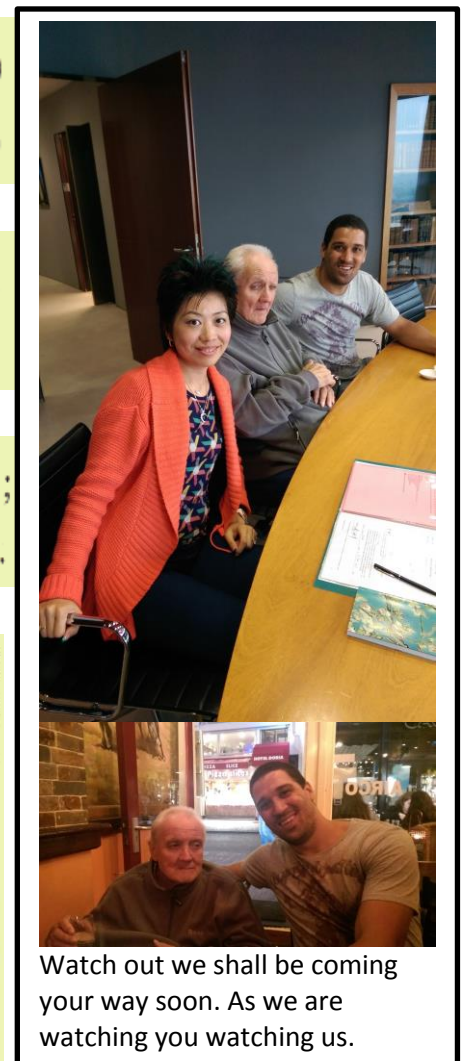
$$\begin{array}{ll} r(0) = 0.500 & 1/r^3(0) = 8.000 \\ a_x = -4.000 & a_y = 0.000 \end{array}$$

Thus Searl may calculate the **velocities  $v_x(0.05)$  and  $v_y(0.05)$** :

$$\begin{array}{l} v_x(0.05) = 0.000 - 4.000 \times 0.050 = -0.200; \\ v_y(0.05) = 1.630 + 0.000 \times 0.100 = 1.630. \end{array}$$

Now Searl main calculations begin;

$$\begin{array}{llll} x(0.1) = 0.500 - 0.20 \times 0.1 & = & 0.480 \\ y(0.1) = 0.0 + 1.63 \times 0.1 & = & 0.163 \\ r = \sqrt{0.480^2 + 0.163^2} & = & 0.507 \\ 1/r^3 = 7.67 \\ a_x(0.1) = 0.480 \times 7.67 & = & -3.68 \\ a_y(0.1) = -0.163 \times 7.70 & = & -1.256 \\ v_x(0.15) = -0.200 - 3.68 \times 0.1 & = & -0.568 \\ v_y(0.15) = 1.630 - 1.26 \times 0.1 & = & 1.505 \\ x(0.2) = 0.480 - 0.568 \times 0.1 & = & 0.423 \\ y(0.2) = 0.163 + 1.50 \times 0.1 & = & 0.313 \end{array}$$



Watch out we shall be coming your way soon. As we are watching you watching us.

Etc.

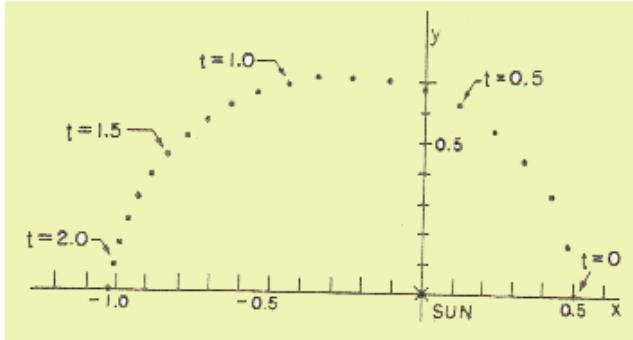


Table 1.2:

Solution of  $dv_x/dt = -x/r^3$ ,  $dv_y/dt = -y/r^3$ ,  $r = \sqrt{x^2 + y^2}$ .Interval:  $\epsilon = 0.100$ Orbit  $v_y = 1.63$   $v_x = 0$   $x = 0.5$   $y = 0$  at  $t = 0$ 

$t$	$x$	$v_x$	$a_x$	$y$	$v_y$	$a_y$	$r$	$1/r^3$
0.0	0.500		-4.00	0.000		0.00	0.500	8.000
		-0.200			1.630			
0.1	0.480		-3.68	0.163		-1.25	0.507	7.675
		-0.568			1.505			
0.2	0.423		-2.91	0.313		-2.15	0.526	6.873
		-0.859			1.290			
0.3	0.337		-1.96	0.442		-2.57	0.556	5.824
		-1.055			1.033			
0.4	0.232		-1.11	0.545		-2.62	0.592	4.81
		-1.166			0.771			
0.5	0.115		-0.453	0.622		-2.45	0.633	3.942
		-1.211			0.526			
0.6	-0.006		+0.020	0.675		-2.20	0.675	3.252
		-1.209			0.306			
0.7	-0.127		+0.344	0.706		-1.91	0.717	2.712
		-1.175			0.115			
0.8	-0.245		+0.562	0.718		-1.64	0.758	2.296
		-1.119			-0.049			
0.9	-0.357		+0.705	0.713		-1.41	0.797	1.975
		-1.048			-0.190			
1.0	-0.462		+0.796	0.694		-1.20	0.834	1.723
		-0.968			-0.310			
1.1	-0.559		+0.858	0.663		-1.02	0.867	1.535
		-0.882			-0.412			
1.2	-0.647		+0.90	0.622		-0.86	0.897	1.385
		-0.792			-0.499			
1.3	-0.726		+0.92	0.572		-0.72	0.924	1.267
		-0.700			-0.570			
1.4	-0.796		+0.93	0.515		-0.60	0.948	1.173
		-0.607			-0.630			
1.5	-0.857		+0.94	0.452		-0.50	0.969	1.099
		-0.513			-0.680			
1.6	-0.908		+0.95	0.384		-0.40	0.986	1.043
		-0.418			-0.720			
1.7	-0.950		+0.95	0.312		-0.31	1.000	1.000
		-0.323			-0.751			
1.8	-0.982		+0.95	0.237		-0.23	1.010	0.970
		-0.228			-0.773			
1.9	-1.005		+0.95	0.160		-0.15	1.018	0.948
		-0.113			-0.778			
2.0	-1.018		+0.96	0.081		-0.08	1.021	0.939
		-0.037			-0.796			
2.1	-1.022		+0.95	0.001		0.00	1.022	0.936
		+0.058			-0.796			
2.2	-1.016		+0.96	-0.079		+0.07	1.019	0.945
					-0.789			
2.3								

Crossed x-axis at 2.101 sec,  $\therefore$  period = 4.20 sec. $v_x = 0$  at 2.086 sec.Cross x at 1.022,  $\therefore$  semimajor axis =  $\frac{1.022 + 0.500}{2} = 0.761$ . $v_y = 0.796$ .Predicted time  $\pi(0.761)^{3/2} = \pi(0.663) = 2.082$ .



**Figure 1.6:** The calculated **motion** of a **planet** around the **Sun**. Searl has no intention at this moment to write a **massive amount** of **data** upon the **planets**. Once we have more **knowledge** of the contents of a **planet** then I shall be interested on how to mine them.

In this way Searl obtain the values given in **Table 1.2** and in **20 steps** or so Searl have chased the **planet** or **I.G.V. half way around the Sun!** In **Figure 1.6** are **plotted** the **x–** and **y–coordinates** given in **Table 1.2**. The dots represent the **positions** at the succession of times a tenth of a unit apart; Searl see that at the start the planet or **I.G.V.** moves rapidly and the planet at the end it moves slowly; while the **I.G.V.** maintains its **velocity** due to its functions. Thus we see that Searl really do know how to calculate either the **planets** or the **I.G.V!**

Now let us see how Searl can **calculate** the **motion** of **Neptune, Jupiter, Uranus**, or any other planet. If Searl have a great many planets, and let the Sun move too, can Searl do the same thing? Of course Searl can. Searl calculate the **force** on a **particular planet**, let us say planet number **I**, which has a **position**  **$x_i, y_i, z_i$**  ( **$i = 1$**  may represent the Sun,  **$i = 2$**  Mercury,  **$i = 3$**  Venus, and so on). Searl must know the **positions** of all planets, or **I.G.Vs**. The **force** acting on one is due to all the other bodies which are located, let Searl say, at **positions**  **$x_j, y_j, z_j$** . Therefore the equations are:

$$\begin{aligned} m_i \frac{dv_{ix}}{dt} &= \sum_{j=1}^N - \frac{Gm_i m_j (x_i - x_j)}{r_{ij}^3}, \\ m_i \frac{dv_{iy}}{dt} &= \sum_{j=1}^N - \frac{Gm_i m_j (y_i - y_j)}{r_{ij}^3}, \\ m_i \frac{dv_{iz}}{dt} &= \sum_{j=1}^N - \frac{Gm_i m_j (z_i - z_j)}{r_{ij}^3}. \end{aligned} \quad (1.18)$$

Further, Searl define  **$r_{ij}$**  as the **distance** between the two planets **I** and **j** or a planet and the **I.G.V.**; this is equal to:

$$r_{ij} = \sqrt{(x_i - x_j)^2 + (y_i - y_j)^2 + (z_i - z_j)^2}. \quad (1.19)$$

Searl will bring this **discussion** upon **Sir Isaac Newton Second Law** on the next page. In respect to both: the **S.E.G.** and the **I.G.V.** Later in this document Searl will discuss these two objects against **Sir Isaac Newton Third Law**, if I do not forget.



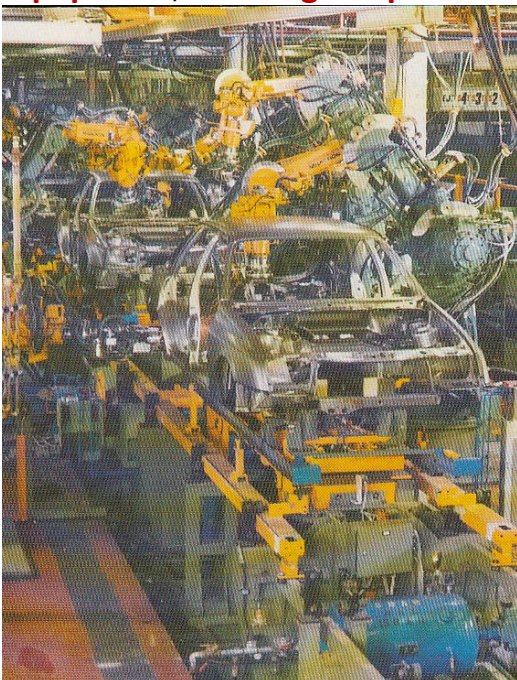
Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

Also,  $\Sigma$  means a **sum over values** of **j**-all other **bodies-except**, of course, for **j = i**. Thus all Searl have to do is to make more columns, lots more columns. Searl need nine columns for the **motion** of Jupiter, nine for the **motions** of Saturn, and so on. Then when Searl have all initial **positions** and **velocities** Searl can calculate all the **accelerations** from equation (1.18) by first calculating all the **distances**, using equation (1.19). How long will it take to do it?

If you do it at home, it will take a **long time**! But in **modern times** Searl **have machines** which do **arithmetic** very rapidly; a very good computing machine may take **1 microsecond**, that is, a millionth of a second, to do an addition. To do a multiplication takes longer, say **10 microseconds**. It may be that in one **cycle** of **calculation**, depending on the problem, Searl may have **30 multiplications**, or something like that, so **one cycle** will take **300 microseconds**. That **means** that Searl can do **3000 cycles** of **computation per second**.

In order to get an accuracy, of, say, **one part** in a **billion**, Searl would need  **$4 \times 10^5$**  cycles to correspond to **one revolution** of a **planet** or **I.G.V.** around the **sun**. That corresponds to a computation time of **130 seconds** or about **two minutes**. Thus it take only **two minutes** to follow the **I.G.V.** around the **sun**, or **any planet**, with all the **perturbations** of all the planets corrected to one part in a **billion**, by this method! Bear in mind that **Sir Isaac Newton** never had such **luxury**. (**Turns out that the error varies about as the square of the interval  $\epsilon$** . If Searl make the **interval** a **thousand times smaller**, it is a **million times** more **accurate**. So let Searl make the **interval 10,000 smaller**.)

So, as Searl said, Searl began this section not knowing how to **calculate** even the **motion** of a **mass** on a **spring**. Now, armed with the **tremendous power** of **Sir Isaac Newton's Laws**, Searl can not only calculate such simple **motions** but also, given only a **machine** to handle the **arithmetic**, even the **tremendously complex motions** of **the planets**, or **robots equipment**, to as **high** of **precision** as Searl wish!



**THIS WAS MY EDUCATION, BACK THERE IN 1981. ROBOT MANIPULATION, SENSING AND CONTROL,** Ready for the production of the **S.E.G.** You great **expert idiots** never knew that, or a lot more of my life education that was devoted towards the success of the **S.E.G. technology**. Here I am showing **cars** in production, but the reason is to explain what robot I had to work with in my **training course**. In some future book I shall explain the **robot** and my learning and I should still have the **paint brush** and **paint** to use for training of the **operation** of the **robot**. One problem, it **reduced the space in your room** by a **half**, if it's a large room. That was the **Open University course FlowerBlower**.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**  
This must be **understood** to become a **flight crew MEMBER** of an **I.G.V. mathematics** is  
vital for this **class of employment. Shorthand codes must be understood.**





Searl show that he does travel overseas to meet people and lecture upon the **S.E.G.** This is **Israel**. The reason that I was here was to meet a pending team to be created to develop the **S.E.G.** for **mass production**, the place was great, but the **wrong approach offered**, **Morris** was not keen to go there to help set up the **magnetising system**. Also the **hotel manager** told me **not to trust them**. Thus I returned to the **UK**. So stop kicking me, as I am not the problem. I understand that many of you **hate mathematics**, or **lack learning** of this **subject**. You are not alone, I never had that chance, but then on **commencing employment**, I was **force** to **learn** to keep **my job**. In this document I show how I undertook it, it may not been the best way, but it work, **I kept my jobs**.

I have to admit; though **flying** is my **greatest love**, all the other jobs which I have had; I have **no complaint** to make about any of them, as I loved them all. **Leaving them** was not my **fault**, but the **new laws** which **meant** that I was **too young** or **too short in height**. Nevertheless I was never **out of employment**. Let us return to an earlier part of this document of my life.

### USING MATHS VERSUS LEARNING MATHS:

It appears that I am running out of space here: Let us **assume** that **you set off from home** this **morning** for the **day's work**. You may have **walked**. It is more likely that you **travelled** on a **cycle**, or a **motor cycle**, or in a **car**, or on a **bus** or a **train**. In the **payment** of **fare** or **purchase** of **petrol** you had a bit of **arithmetic** to do.

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

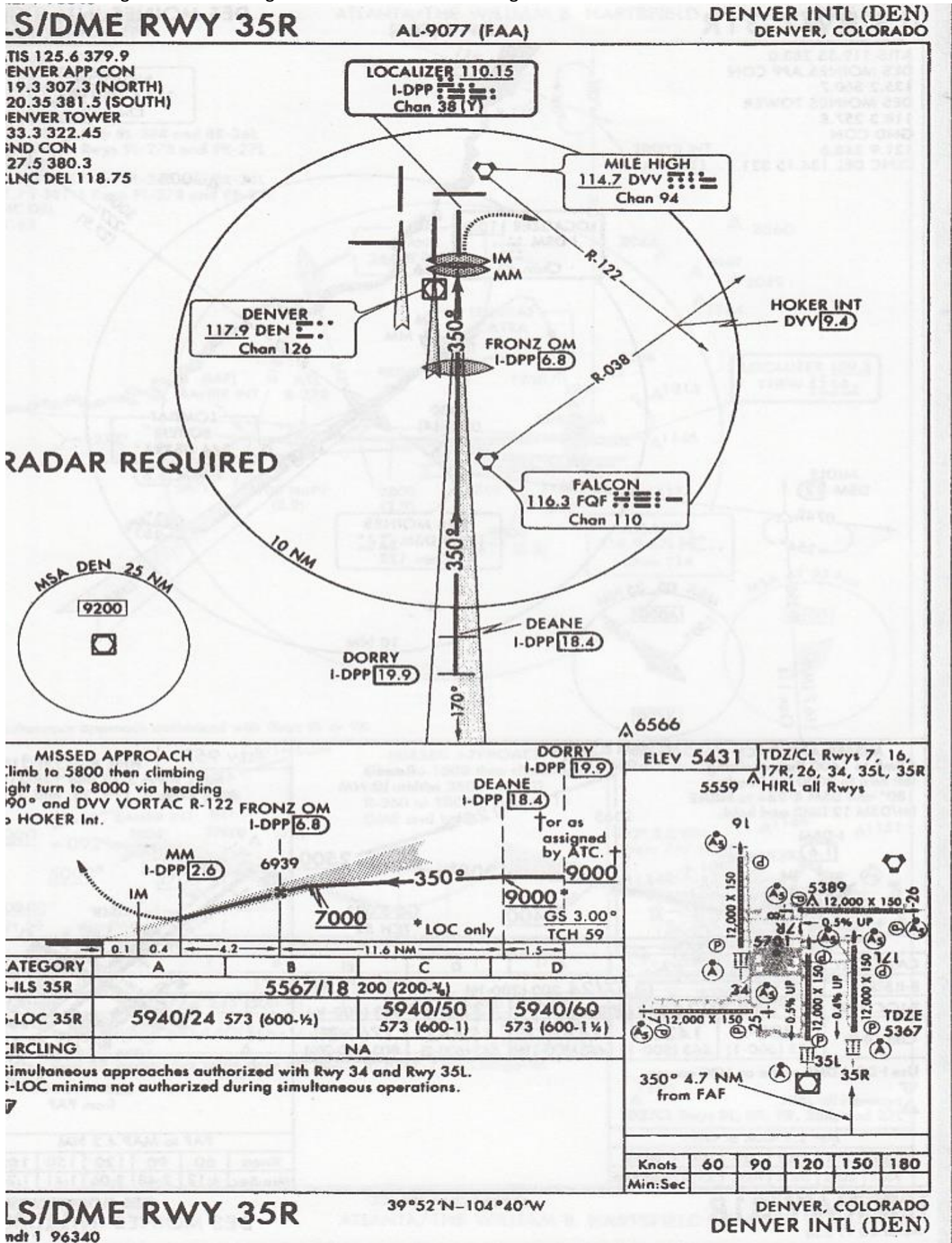


Figure 1.27: ILS / DME RWY 35R (DEN): Things which you must understand to fly the I.G.V.

U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.



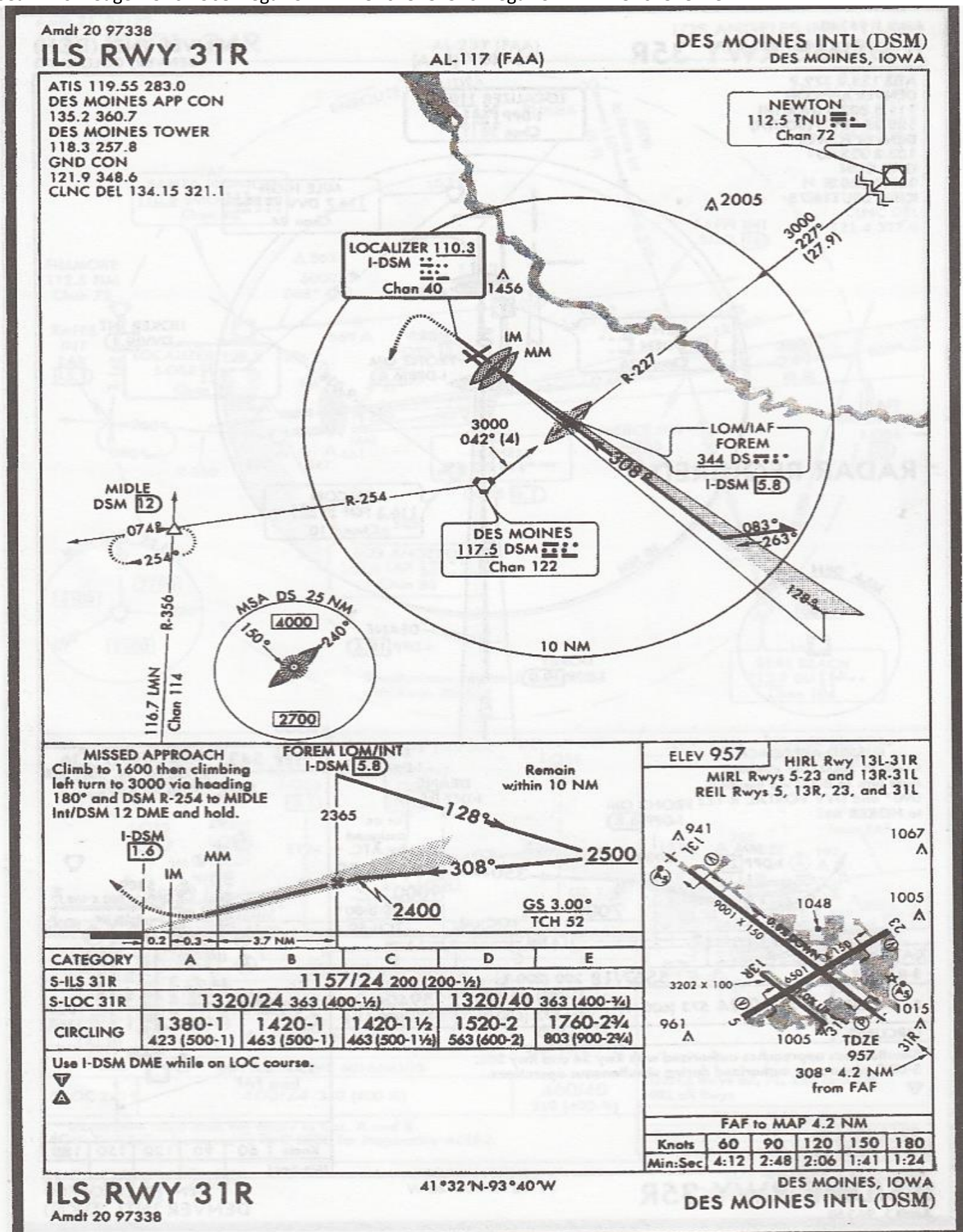
Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



Here is **another proof**: **One member** of the **Israel unit**, taking me around the **shopping centre**. I have no reason to believe that he was **not real**, guess out of the team he was most **sincere member**. It is indeed that it was sad that this **unit failed** to become **successful**.

Searl feels: that in the **course** of the **day** you **probably** had a great many more bits of **arithmetic functions** to perform. Money sums confront us so often that children are made to spend hours and hours of their young lives how to do them. Strange, to Searl watching the internet cannot see any proof of that, adults appear to have forgotten that learning, as they think the **S.E.G.** cost nothing, that the kind of idiots, which education is producing. Yet, Searl know that it is interesting to see that most children thoroughly enjoy their early **arithmetic lessons**, at least I know for certain that Joy and other children whom I taught the subject too, sure loved them. May be that was based upon a **fact** that I teach in a different way that is more exciting. Those who get all **answer correct** received a **pound coin** to **buy sweets** or **ice cream** or a book. It works very well.

Searl accepts: those children should be rewarded for their efforts to learn, like we award all other creatures that preform correctly for any show we intend to use them in to entertain the public, or train to help the blind or handicap to have a better lease of life. There is nothing wrong in that. It proves that you are a **truly human being**. Searl accepts that he is one of them, caring and helping others, regardless that they ignore you outside in public, as if they do not know you, I have got used to it, and feel sorry for them.



**Figure 1.28: ILS RWY 31R (DSM)** If you want to be a **pilot** flying **I.G.Vs** on **mission**, you must **understand** these **instructions**. Which apply to all **commercial pilots** who want a **license**?

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**





I have a feeling that this is a photo of me in Amsterdam this year **2014** on business with my team member from **Canada**. But I have so many photos of places I lectured or had to go for legal requirements, which this shot actually was involved with. **Amsterdam** has **change** for the better since the days I use to **fly passengers** there for added training to obtain a **license** to fly the **I.G.V.**

Searl states: albeit a great many lose their enthusiasm as the soul destroying rigours of mechanical arithmetic lessons are made to drag on year after year throughout their school lives. Happily, it is becoming more fashionable today for school children to use mathematics rather than be taught to **calculate**; and there is all the difference in the world between the two. Searl is surprised to hear that statement, since in the **UK firms** were shouting about the fact that the young ones coming into industry have no knowledge what to do. Yet, Two days ago, here in **San Diego** the newspaper article stated: **UCSD: Engineering school** called '**bursting at the seams**'. So Searl wonders what the **real truth is**.

You may remember being given specious reasons for having to learn **arithmetic**, **algebra** and **geometry** at school; in that case you were lucky, as I never had that pleasure. Instead, I can only recall drawing pigs, dogs, and spitfires. And learning: to write your name. Learning the **roads names** was not an option, as all **sign posts** had been remove, so the **Germans** would not be able to find the way, and we could not tell them either as we never knew either. The good news was that the **school meals** were **great** and of course that bottle of milk. Lots of sports: which did not suite me; because of my state of health which no one was **concerned about**. Agree, **we love watching bombers** and **fighters taking off**, and **returning**. **The noise was great**.



**Figure 1.29: ILS RWY 8L (ATL).** To join a **flight crew** of an **I.G.V.** you must be able to **understand** this **information**. Searl will be later explaining how he had to **learn**, which was different, **no computer** to do the **test**, you **actually flew** the **test** to pass as a **pilot**.







Yes, I am in **Israel**, another team member. I found the **Research and development Science Park** well designed. The **unit** which I would have been **operating** from was indeed very **large**, in **relation** to the places in the **UK**.

Searl guess that you might at school had to learn **particularly futile processes** or **proofs**. Which: of course is what you have been reading with **Sir Isaac Newton Second Law** in this document. For instance, you probably wondered why it was **necessary** to **learn** how to **prove** that any two sides of a **triangle** are together **greater** than the **third**; a perfectly self-evident **fact**. Or that two intersecting **chords** of a **circle divide** one another in such a way that the **rectangle** formed by the **two portions** of the other. The **truth** is that it was not necessary: unless you were destined to become a **mathematician** or a **scientist**. Searl understand to well that millions of people live **happily** and efficiently without even knowing what the **chord** of a **circle** are, thank heaven that Searl knows or there will be no **I.G.Vs** or **S.E.Gs**.

It is perhaps rather surprising to read in the first chapter of a **mathematics book** that a great deal of time is wasted on the subject. **Mathematics**, let us hasten to note, does not stand alone in this respect. The same thing might be said of a **foreign** or **classical language**, of **music**, or **history**, or of **science**, all of which **impinge** on our lives in **greater** or **lesser degree**. This issue is **well understood** by Searl, as he never had that chance to **learn**. Yet he manage.

Orig 90151  
**VOR/DME-A**  
 AL-6787 (FAA)  
 BALDWIN MUNI (7D3)  
 BALDWIN, MICHIGAN

MINNEAPOLIS CENTER  
 132.9 398.9  
 CTAF 122.9

MISSED APPROACH  
 Climbing left turn to 2600 via  
 HIC R-345 to Hoppr 14 DME  
 and hold.

CATEGORY	A	B	C	D
CIRCLING	1540-1 712 (800-1)		1540-2 712 (800-2)	NA

ELEV 828

Procedure turn NA

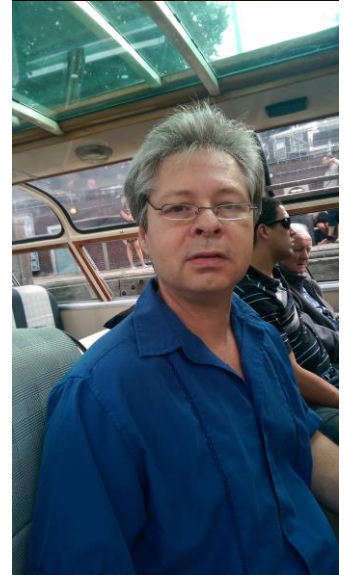
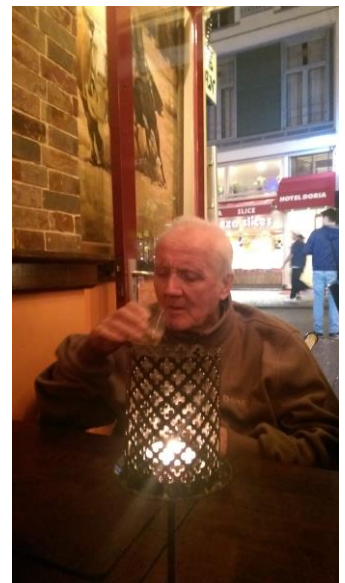
Use Muskegon altimeter setting.  
 Procedure not authorized at night.

NA

345° 4.8 NM from FAF

Knots	60	90	120	150	180
Min:Sec					

**VOR/DME-A**  
 43°53'N-85°50'W  
 BALDWIN, MICHIGAN  
 BALDWIN MUNI (7D3)



**Mathematics** is **vital**,  
for Searl. You should  
try it.

Searl says hope and patience are two sovereign remedies for all, the surest deposals, and the softest cushions to lean on in adversity. Searl reminds you: dream lofty dreams, and as you dream, so shall you become. Your vision is the promise of what you shall at last unveil. Searl says: speak when you are angry and you will make the best speech you will ever regret FlowerBower! Please note Flowerbower that Searl means to put you out of business and your comrades.





That is me with the best member of the **Israel term**. Things did not meet up with the press in the **UK claims**, which they were making at that time. All parties were living happy together.

Searl states that for the **student** of any one of these **subjects** there are **disciplines** of thought to be **accepted** and **cultivated**. Searl agrees: so it is with **mathematics** for the **would- be mathematician**. Searl agrees that in one respect **mathematics** is probably **unique**: one may **study** the subject for a lifetime, make **mathematical discoveries galore**, and yet not display the least interest in the **usefulness** of one's efforts, Searl only know far too well that there are sure to be plenty of **practical people** waiting for the **mathematical crumbs**. Searl accepts; although they are not interested in the **recipes** by which the **cake** was made they do require a **digestive system** which will **assimilate** it; or, to **abandon** the **metaphor**, they require a **working knowledge** of the **language of mathematics**.

That is the major problem Searl has faced all his working life, everyone ready to **steal** the **crumbs**, without the **mathematical knowledge**, by which they can **achieved** it. That still exists today, they want Searl to do the **hard work** and then they **grab it** for nothing. To Searl, that appears to be what life is about today; **stealing** from those who work to **create** a **better world** for all; and not for a **select group** of **people**. Searl feel sad about this action, as today all **new homes** and **cars** should had an **S.E.G.** in them. They want me to give them things for free which indirectly am my food which I have to give up to buying that item for them.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

**ASSOCIATED CONDITIONS:**

**POWER** TAKEOFF POWER  
SET BEFORE  
BRAKE RELEASE

**FLAPS** 20°  
**RUNWAY** PAVED, LEVEL,  
DRY SURFACE

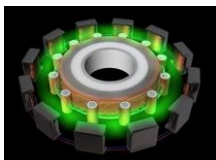
**TAKEOFF  
SPEED** IAS AS TABULATED

**NOTE:** GROUND ROLL IS APPROX. 73%  
OF TOTAL TAKEOFF DISTANCE  
OVER A 50 FT OBSTACLE

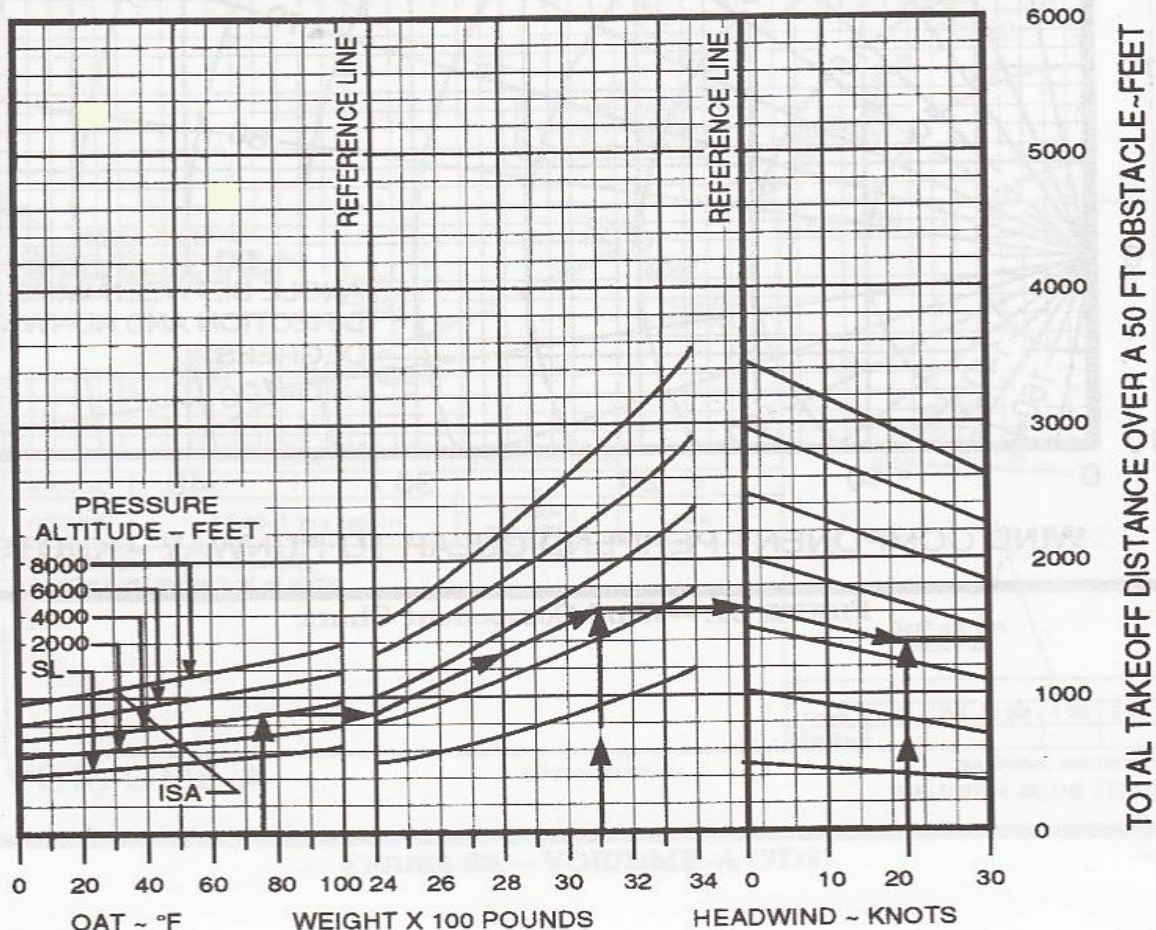
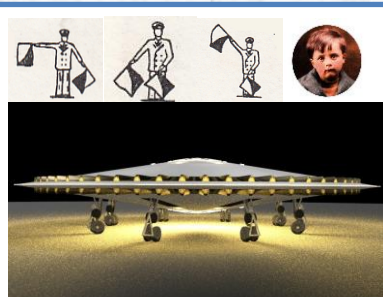
**EXAMPLE:**

**OAT** 75 °F  
**PRESSURE ALTITUDE** 4000 FT  
**TAKEOFF WEIGHT** 3100 LB  
**HEADWIND** 20 KNOTS

**TOTAL TAKEOFF DISTANCE  
OVER A 50 FT OBSTACLE** 1350 FT  
**GROUND ROLL (73% OF 1350)** 986 FT  
**IAS TAKEOFF SPEED**  
**LIFT-OFF** 74 MPH  
**AT 50 FT** 74 MPH



WEIGHT POUNDS	IAS TAKEOFF SPEED (ASSUMES ZERO INSTR. ERROR)			
	LIFT-OFF		50 FEET	
	MPH	KNOTS	MPH	KNOTS
3400	77	67	77	67
3200	75	65	75	65
3000	72	63	72	63
2800	69	60	69	60
2600	66	57	66	57
2400	63	55	63	55



**Table 1.32: Obstacle Take-off chart:** Which both **Commercial** and **I.G.V. pilots** to be, must understand.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-8080-1C.**





I'm still in **Israel** and having dinner with a member of my **new team** there. **Time** has passed from that **time** so quick. Then I could **eat** a **good meal**, those days have long gone now. Finding food that I can **swallow** is a **task** on its own. But my carer tries hard to solve this problem I now have to **swallow**.

In this document Searl shall think about **mathematics** chiefly from the **standpoint** of the **practical man/woman**. Searl shall **assume**, however, that the reader is not **averse** from a little **intellectual exercise** for its own sake and, therefore, although there will be no large slabs of exercise at the ends of the sections, **questions** will be put to the reader from time to time. Sometimes the **answer** will be given **immediately** after wards. Sometimes the **question** will be **left entirely** to the **reader** and **he/she** will have to **judge** for **him/her** whether **his/her** answer is **satisfactory**.

Searl says that some of the **questions** will be **practical** in the **sense** that their **answers** are useful. Searl says that others will be set with the **intention** of **developing** an **idea** or applying a **general mathematical truth** to a **particular situation**. It will be well as a **rule** to find the **answer** before proceeding.

Searl agree that it is not an **easy task** to **educate people** upon the **S.E.G.** or the **I.G.V.** The **beauty being** that it is **not your fault** but that of **education teaching system**. Then it is **not their fault** as they have never been **involved** in our **research** and **development**.

**Cowl Flaps Open**

PRESS ALT	MP	PPH
S.L. TO 17,000	35	162
18,000	34	156
20,000	32	144
22,000	30	132
24,000	28	120

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM			
			-20 °C	0 °C	20 °C	40 °C
4000	S.L.	100	1170	1035	895	755
	4000	100	1080	940	800	655
	8000	100	980	840	695	555
	12,000	100	870	730	590	---
	16,000	100	740	605	470	---
	20,000	99	485	355	---	---
	24,000	97	190	70	---	---
	3700	S.L.	99	1310	1165	1020
4000		99	1215	1070	925	775
8000		99	1115	965	815	670
12,000		99	1000	855	710	---
16,000		99	865	730	590	---
20,000		97	600	470	---	---
24,000		95	295	170	---	---
3400		S.L.	97	1465	1320	1165
	4000	97	1370	1220	1065	910
	8000	97	1265	1110	955	795
	12,000	97	1150	995	845	---
	16,000	97	1010	865	725	---
	20,000	96	730	595	---	---
	24,000	94	405	275	---	---

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



Searl is still in **Israel** with a member of his **new team** for the **S.E.G.** he appears to be **extremely sincere person**. He introduces me to his **wife** and **family**, which was taking a risk, knowing that I am **hot bloody**, but she **survived** the meeting.

### THE LANGUAGE OF MATHS:

Searl states that **number** is one of the **roots** of **mathematics**; indeed, it may be regarded as the tap-pot. Searl states; lets us clear up some of the **common misconceptions** about **number**. For **example**, it is **frequently asserted** that **2 and 2 make 4** is a **law of nature**. Is it? Put **2 cats** and **2 mice together** and what do you get? A large meal: for the **cats**. **Add 2 pounds of sugar** to **2 pints of water** and what do you get? Rather a **terrible sweet drink**. **Add 2 pints of water** to **2 pints of water** in a **quart jug** and what do you get? You can answer that for yourself without my help. I doubt a **mathematician** would actually write **2+2 = 4**. Let **assume** that was the way, what are they stating?

Searl states that basically it would be in the **language** of **words** which may be **translated** **two with two is the same as four**. **He/she** is **not concerned** with **cats, mice, pints, quarts, water, sugar** and so on; **He/she** are **not concerned** with things of any **kind**, but with **twoness** and **fourness**; that is where Searl **differs** only in that **respect** he has to **consider everything** that would be **involved** in any **deep space mission**; which **exceeds** that of **NASA** at their **present stage** of **progress**. But in the end **they too must study** the **same problems** as Searl is doing.

		20 °C BELOW STANDARD TEMP -17 °C			STANDARD TEMPERATURE 3 °C			20 °C ABOVE STANDARD TEMP 23 °C		
RPM	MP	% BHP	KTAS	PPH	% BHP	KTAS	PPH	% BHP	KTAS	PPH
2550	24	---	---	---	78	173	97	75	174	94
	23	76	167	96	74	169	92	71	171	89
	22	72	164	90	69	166	87	67	167	84
	21	68	160	85	65	162	82	63	163	80
2500	24	78	169	98	75	171	95	73	172	91
	23	74	166	93	71	167	90	69	169	87
	22	70	162	88	67	164	85	65	165	82
	21	66	158	83	63	160	80	61	160	77
2400	24	73	165	91	70	166	88	68	167	85
	23	69	161	87	67	163	84	64	164	81
	22	65	158	82	63	159	79	61	160	77
	21	61	154	77	59	155	75	57	155	73
2300	24	68	161	86	66	162	83	64	163	80
	23	65	158	82	62	159	79	60	159	76
	22	61	154	77	59	155	75	57	155	72
	21	57	150	73	55	150	71	53	150	68
2200	24	63	156	80	61	157	77	59	158	75
	23	60	152	76	58	153	73	56	154	71
	22	57	149	72	54	149	70	53	149	67
	21	53	144	68	51	144	66	49	143	64
	20	50	139	64	48	138	62	46	137	60
	19	46	133	60	44	132	58	43	131	57

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**





Another proof that Searl is still in **Israel**, **outside** of the **science park** with a member of my **new team** being **created** there due to one member wanted to do it a **different** like all the others before him, it has always fails because **greed** was **involved**. This appears to be a **major problem** today, **greed** and **ignorance**, which is killing the future for mankind.

Searl points out that the symbols denote a concept which means: or idea; Searl agrees that they present a part of the **language** of **abstract thought** that goes back at least one century before the **birth** of **Christ**. Searl states that this has to be one of the **best proofs** today that has **withstood time**. Searl states that it is to **face reality** of the **time** and **accept** that **arithmetic** starts with the **notion** of **counting** and employs a language of symbols: **1, 2, 3, 4, etc.**; and signs: **=, +, -, Σ, Δ**, etc., the **signs enabling** the **symbols** to **relate** to **one another**. Searl says that to appreciate this to perfection you might **invent new symbols** and **signs**, more so, if I want to keep such **data secret**. Searl might, for **instance**, use the **symbols**:

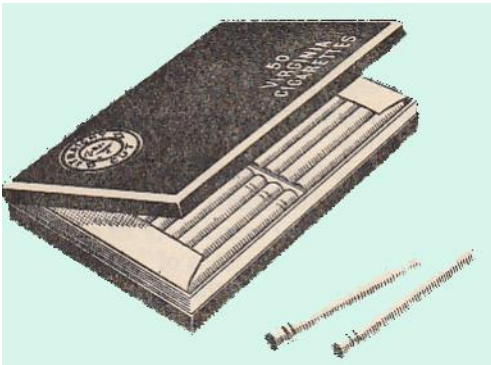
♣∂ℝΣ↔♠θ

To count: up to **8** and limit yourself to them only. Searl states that we could use the sign **δ** for **addition**, the **sign ζ** for **subtraction**, and the **sign Ψ** for **equality**. Searl points out that was what the case use to be, **different experts created** their **signs**. In the end a group of **experts** had to **sort** out the **problem** by **arbitration**, for those we use today. The **mathematics** of today has taken **centuries** of **time** to **create**. So why should the **S.E.G.** be **different** in **time** of **development**?

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



Searl is still in the **Science Park** in **Israel**, with a member of Searl **new team** being **created**. Who is to Searl opinion: **absolutely sincere** about this project.



**Figure 1.8:** Which: is the better value: Two boxes of fifty (**ab**) or fifty loose pairs (**ba**). Here I am stating two options which are available. This is what the **Law** of the **Squares make clear**. In **nature** there are always **two options** and there are **opposite**, as per sample presented here. We all have **chosen** of **decision making**. Then make it so.

Searl says that if you feel so **inclined** you can have **plenty** of **fun** doing **simple sums** with those **symbols** and **signs**. You may care to consider how you will **denote nine, ten, eleven** and **fourteen**. Perhaps the **temptation** to use the **familiar symbol** for **nought** will be too **strong** to **resist**. What about  $May = z$  and  $2 = r$  and  $1932 = zx$ ?

As Searl states: we all had to go through this **stage** when we were  **$\Psi$**  or **1 years old** it is perhaps **unnecessary** to dwell on it once again, especially as Searl do not wish to spend a few years more on: the **four rules** of **number**. Searl **regrets he has to correct idiot's statements upon the web**, who clearly **fail** in **education**.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

ASSOCIATED CONDITIONS:

POWER AS REQUIRED TO  
MAINTAIN 800 FT/MIN  
DESCENT ON APPROACH

FLAPS DOWN

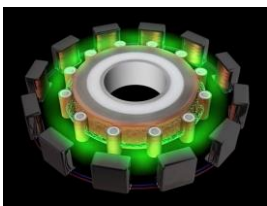
RUNWAY PAVED, LEVEL,  
DRY SURFACE

APPROACH  
SPEED IAS A TABULATED

NOTE: GROUND ROLL IS APPROX. 53%  
OF TOTAL LANDING DISTANCE  
OVER A 50 FT OBSTACLE.

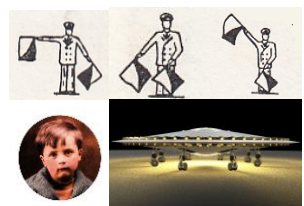
EXAMPLE:

OAT	75 °F
PRESSURE ALTITUDE	4000 FT
LANDING WEIGHT	3200 LB
HEADWIND	10 KNOTS
TOTAL LANDING DISTANCE OVER A 50 FT OBSTACLE	1475 FT
GROUND ROLL (53% OF 1475)	782 FT
IAS APPROACH SPEED	87 MPH IAS

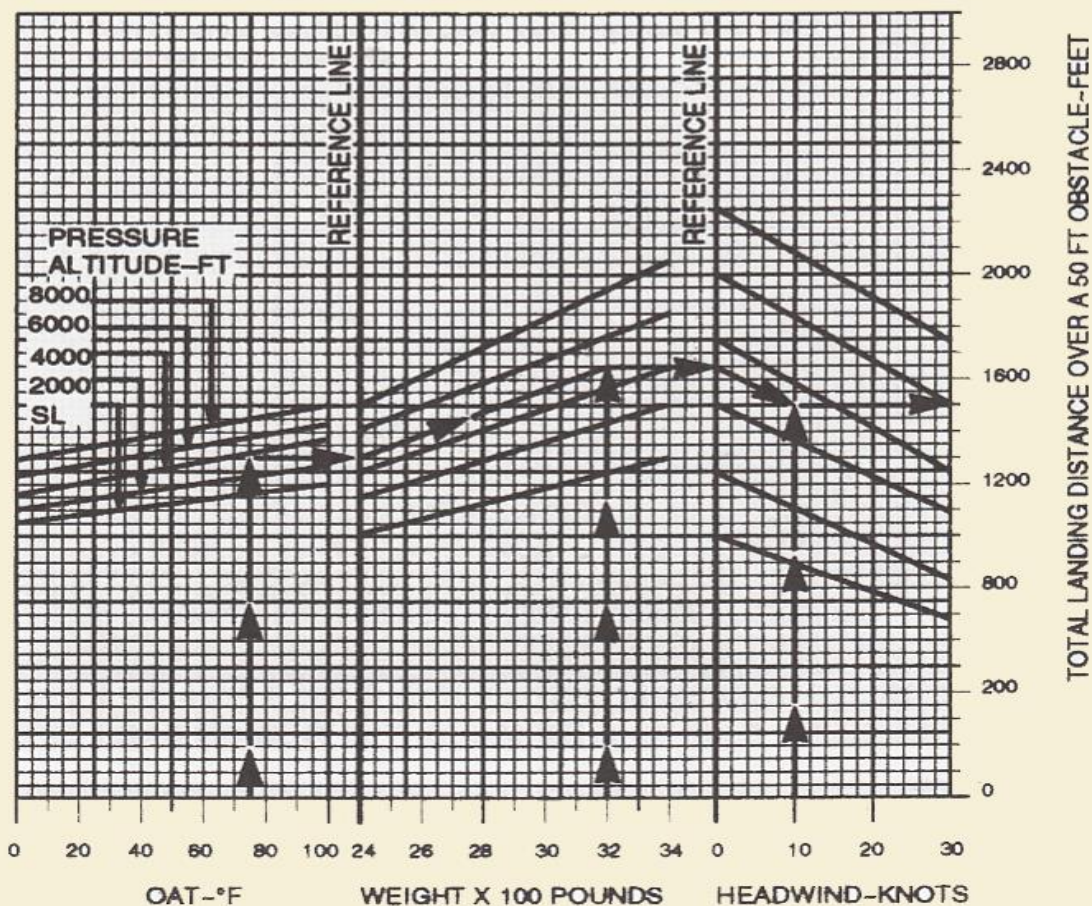


Searl Technology.

WEIGHT POUNDS	IAS APPROACH SPEED (ASSUMES ZERO INSTR. ERROR)	
	MPH	KNOTS
3400	90	78
3200	87	76
3000	84	73
2800	81	70
2600	78	68
2400	75	65



I AM HERE IN THE USA.



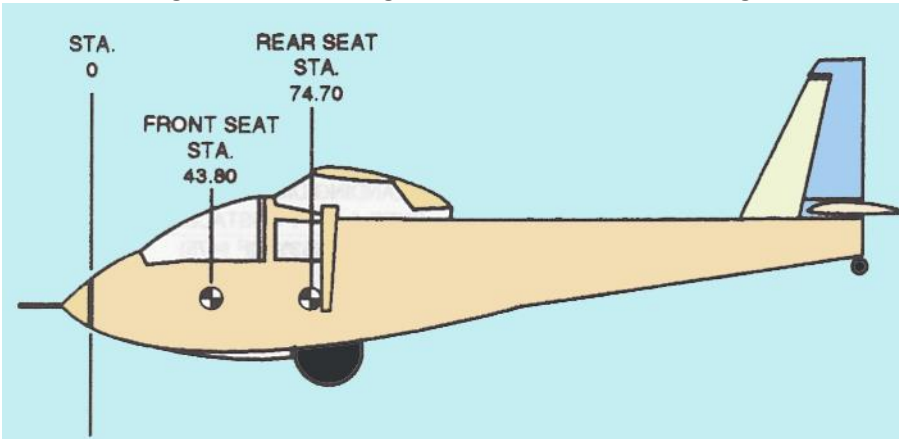
**Figure 1.35: Normal Landing Chart:** If you are planning to become a **Commercial Pilot** you must understand what this **graph means**, which represents **conventional aircraft**, not the **I.G.V.**

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

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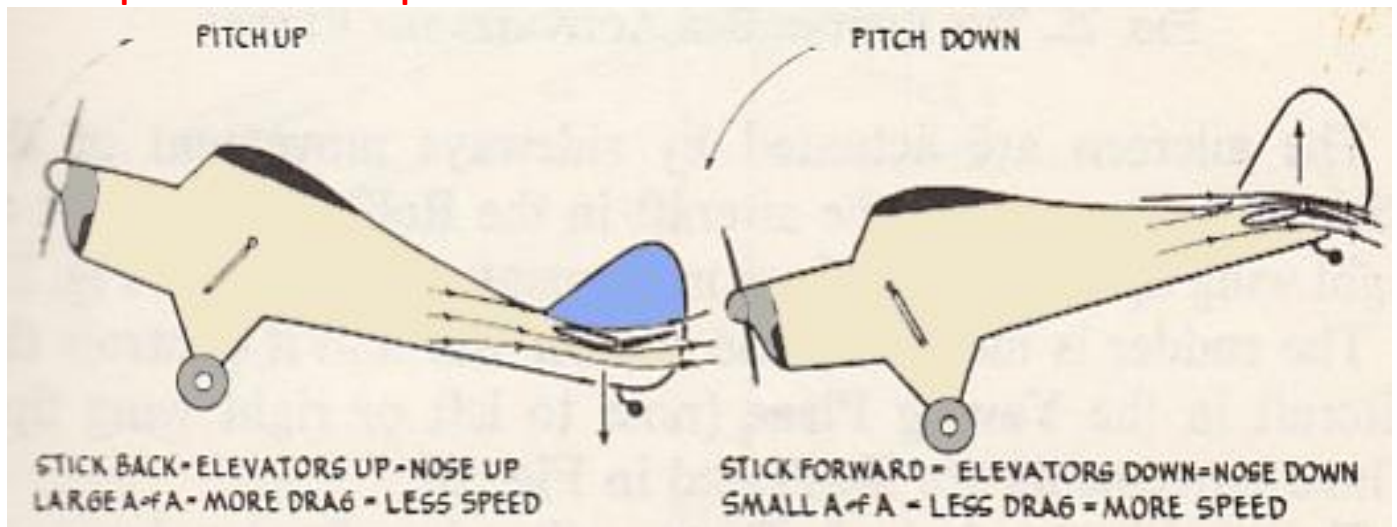


Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



**Figure 1.36: Stations Diagram.** This is requiring by **legal bodies** that a **Commercial pilot fully understands** what is being stated here, by general agreement of experts in the field. Likewise Searl had to **understand these units**.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**



**CAA Department of Transportation, aviation administration.** Expect **private pilots** to **understand** the **function** of a **conventional aircraft**, which Searl had **no options** but to **understand**, to get his **license** to **fly conventional aircraft** – not the **I.G.V.** **More licenses** are **required** before that event can take place, but Searl was **determined** to get them, which upset his **instructor** who **caught him flying** a much **heavier** and **faster aircraft** than he was being **trained on**. If the **two schools** were **indirectly breaking rules** it was for Searl **interest** to **obtain** the **skills** which he would need to **fly** the **I.G.V.**

Searl **interest** and **determination** to get his **technology** to the **market place** was **top priory**, nothing else was so **important** and still remains the same **objective**. This flying period may had been out of **normal operation**, but **both schools understood** the **importance** it was for Searl to **obtain skills** which would be needed to reach his **goal**. Even today, at the age of **82 years and 6 months** his **determination** still is high, working often **22 hours** out of **24 hours** writing this book, sometimes agree its only **20 hours** out of **24 hours**. He is also gearing up on **flying** again – how is that for **determination**?

Searl states that **Richard Branson** has made a **big mistake** by dropping out of giving support to him, after the **massive robbery** by those whom he **trusted**. **Time** may show him how **wrong** he was. I understand that he is having problems with the project he backed instead.

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



This is just another section of my company being formed in **Israel**; which would had been if one of the team who was going to fund it, wanted to go the **wrong way**, as all the others tried to do since **1968**.

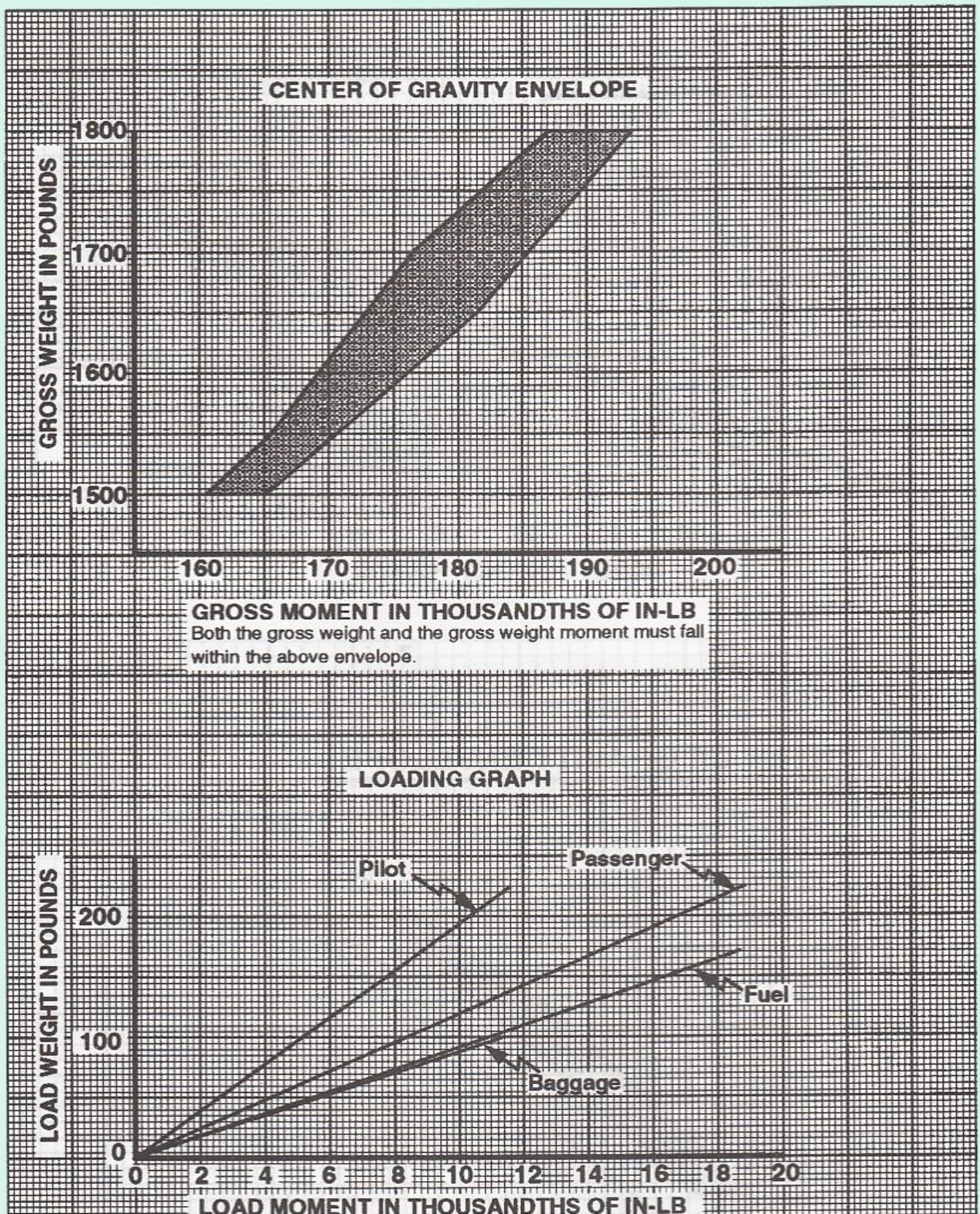
... - - - . / ... - - - . / ... - - - . / ... - - - . / ... - - - . //

Searl will explain the diagram on page relating to the **CAA license** of a **private pilot**. It came under Searl **training** for a **private pilot license** in the **requirement** of the **Civil Aviation Authority**. Searl **Personal Flying Log Book (Aircraft Operating Crew) Reference CA 24** states as an example that he started his **training** on the **Condor Registration G-AYZS**, The **Test examiner** was **Mr. Aldridge**, who had told me the week before when I asked him could I apply to train as a **pilot**? His reply was **you cannot teach old dogs new tricks**. But, he found that he was **wrong** that you could **train old dog new tricks**, and in fact he could show him a few new tricks too.

Other **Condor** Registration was **G-AWFO Mr. Laslett** who was the **instructor** that **Mr. Aldridge** appointed to train me; there were other **instructors** who covered for **Mr. Laslett** on his days off. Like **Mr. Aldridge** on many **occasions** enjoy going out on **flights** with me just to hear about the **I.G.V.** that was **under construction**. Many **times** Searl was **flying** on his **own** as part of the **testing training required**, there was never any **problems**, like some students who landed in **France instead**, or in a **small field** beside a **military aerodrome**. That sure **amazes** me how they **manage** that **error**. I guess that I was **meant** to be a **pilot** – who knows.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



**Figure 1.37: Centre-of-Gravity Envelope and Loading Graph:** Searl reminds you that you need to **understand** this **requirement** if you fly **conventional aircraft**.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

The **I.G.V** has a **slightly different graph** to **conventional aircraft**, which will be dicuss in full detail in that document.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



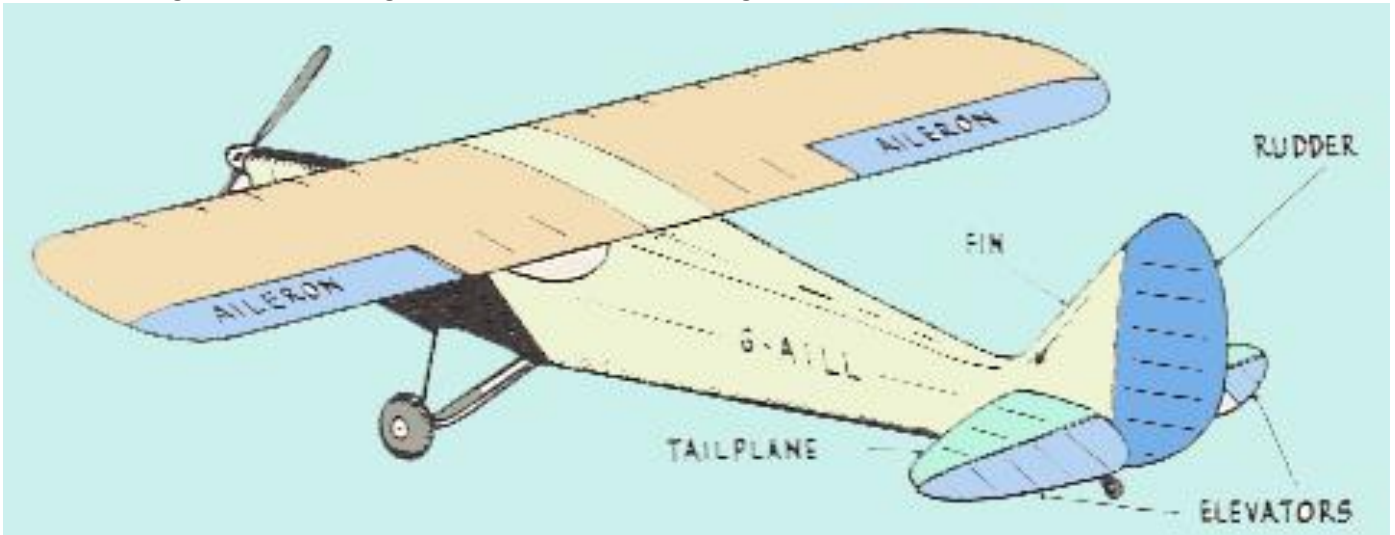
This photo just taken by **Morris** from **my back door here**, just at the far end of the house boundary lays **San Diego Gillespie airfield elevation 388 feet MSL**. This property is **300 meters above MSL**. So we see **plenty of aircraft movements**; which makes my heart yearn to **fly again**.



This is the **Condor** aircraft which **I actually train on**, which the **test instructor informed me** was the **most difficult craft to fly**, which was **precisely** what I asked for. I agree, once I solved the **landing problem** of landing on all **3 wheels** with **no problem**. I knew I had won, this **old man** had proved that he still could **master flying**. Thus it appears the day of the **I.G.V.** was possible to become **reality**. You could say; thank heaven for little wonders. Searl admits that he had **no problems flying two different aircraft** the **same day**, alternating, first **Condor training hour**, than the **177** pleasure hour none stop, through the day; then to night work of **18 hours**. How was it, that I could do that? Simple, I had the **S.E.G.** at home.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



This is just another requirement **CAA** expects from **Student pilots** to **understand**. When **Searl** see this following new flash he is shocked.

## Virgin Galactic crash: Branson says no one has demanded a \$250,000 refund.

Virgin Galactic founder Richard Branson said Saturday that he is determined to find out why his prototype space tourism craft crashed. None of the more than 700 paying customers are demanding a refund, he says.

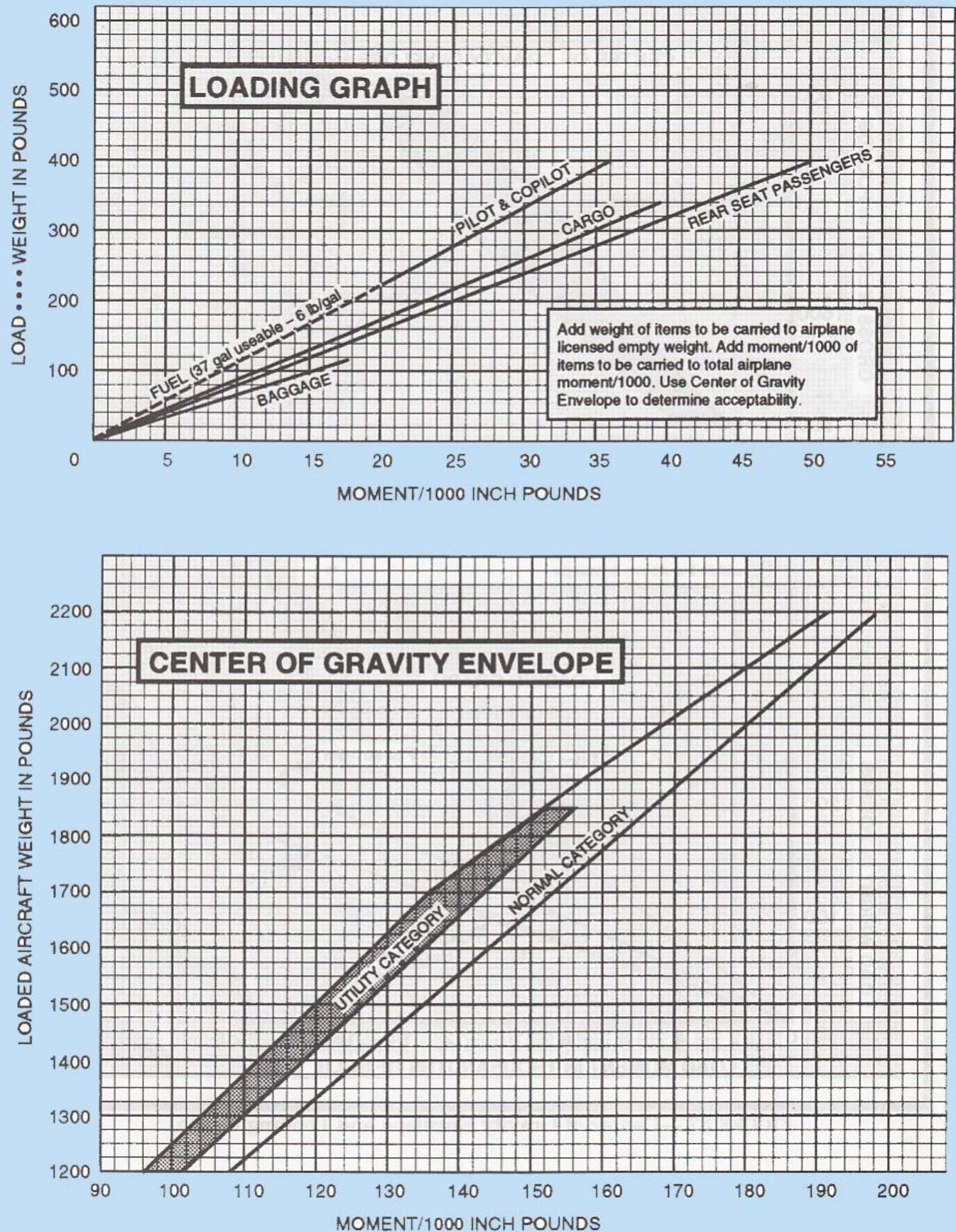
Searl says that Richard has suffered such an accident, but Richard you should not had forsaken the I.G.V. after my massive robbery that I suffered. But now I am in the U.S.A. right on top of an airfield, and determine to create a new team for the flying side under Mike Windle, Searl has already moved his equipment here, and appointed Samuel Mason and his partner to start the work on illustration the new I.G.V. Darling Richard, surely it's time for a rethink on the type of carrier you need to take those 700 customers for a trip in space. You will find Searl friendly in respect to software programs claims.



Searl understand the feeling of **lost Richard**, more so in your case of a **fatal accident** such as your case, which so far I have not yet **experienced**. As the **I.G.V.**: needs no other **means** of **lift off**, as it **handles that issue without problems**. Shame you are **not on-board with us**.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



**Figure 1.38: Loading Graph and Centre-of-Gravity Envelope:** You have to **understand** this. **U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**





Yes, indeed this was to be part of **my research** and **development unit** in **Israel**, as you can appreciate that no big or small company can do without this section. The **area** is known as the **Science Park**. Nothing wrong with the building it was **perfect** for the **S.E.G**. The **finance person** had the **wrong intensions**. So, I had to **cancel it**, sadly to say.

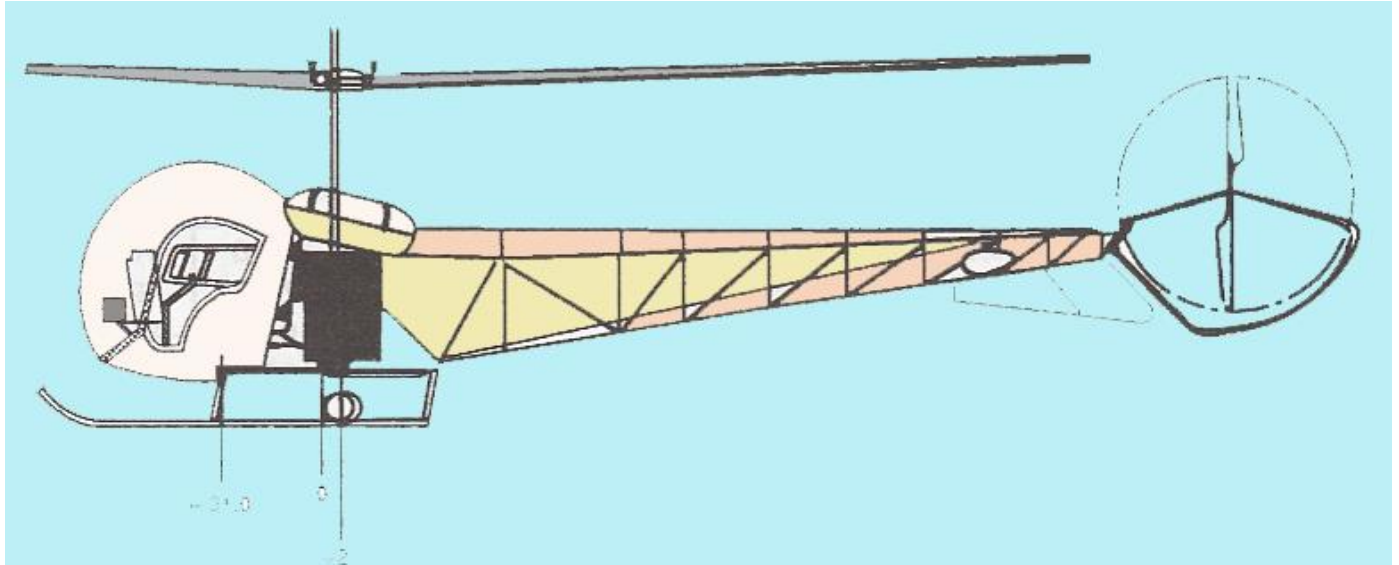


Searl wish to inform you that this is not him shown here. In case anyone thinks it is. **Fact**, Which is the better value: two of the large sheets,  **$a(bc)$** , or three of the small sheets,  **$c(ab)$** ?

Searl says, if you are **satisfied** that they are the same, then  **$a(bc) = c(ab)$** . Are you still **confused**, you are not alone, and so was I when I got that **question to answer**, for the **first time**. Did it do me any good? I cannot claim to be an **expert**, and **never have claimed to be, but I do my best**.

Searl cannot state that he is an **expert**, he can only hope the **answers he comes up with, actually perform to expectations**. Searl states, that **trying to keep up with a fast changing world is hard enough**. To be an **expert today** is a **massive task**.

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



**Figure 1.39: Stations Diagram.** Searl guess that nearly **every airfield** now in the **UK** has a **helicopter pad**, **Medical** and **RAF rescue units** need them. Here is another example you need to **understand** if you want to **fly helicopters**. In my day of **flying**, only a **few airfields** had them, only after **1968** that **Police started** using them and the most of **UK** they cover and the **Coast guards** need them also. There are many **women** who **fly them** too.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

**Richard Branson stated that to be honest, I find it slightly irresponsible that people who know nothing about what they're saying can be saying things before the NTSB makes their comments.** That **Richard I can well appreciate**, as I have **suffered** the **same problem** all my **working life**, which have resulted in **millions of deaths**, as **investors fail** to fund that needed **development** because of these **insane experts of crap**. In my mind there are **terrorist**. They are **not sane** for **certain**, as they are **cutting their own throat** as well.

Searl points out again:

$$2 \times 8 = 8 \times 2$$

**And**

$$2 \times (6 \times 3) = (2 \times 6) \times 3$$

**Are forms of the rules:**

$$ab = ba$$

(3)

**And**

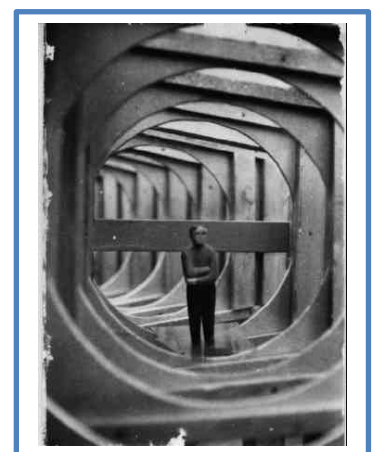
$$a(bc) = (ab)c$$

(4)

**The fifth fundamental rule in arithmetic is:**

$$a(b + c) = ab + ac.$$

(5)



Searl truly hopes that this document of **facts** will help all who wish to understand the whole **truth** and **not assume** it. Unfortunate much of what we learn is still **assumption**. One thing is certain; you will **understand** what I **understand** in my lifetime; and **I'm learning still**.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



This is another room of **my unit** in **Israel**, had the team been completed. This room are very large indeed. In a photo without people in these rooms can you **appreciate** the **space** which is available? **SMI** could fit all in **one room** and still have **space**. The **problem** is the **money man** wanted to make **millions quick**, which would have been the **down fall** for the planet.



Figure 1.10: Six lamp holders at **1s. 7½d** each **(ab)**: and six lamps at **2s. 4½d** each **(ac)** together cost the same as six of the **4s**, assemblies: **a(b + c)**. Searl understand that many of you: this is kids' stuff. But out there are many would like to **understand** the **costing method** for **both** the **S.E.G.s** and **I.G.Vs**, which is **difficult** at this stage to explain, as cost keeps rising, with the **increase** of the **population**. I try to find a simple way to **explain costing process**. More so, where firms make offers of chose by bulk buying you receive a **reduction** on the **cost**. There is a **logic reason** for firms to offer such system. Which I am always doing, but first I have to assess if it's a **bargain** or **not**, sometimes it done to **fool** the **customer**.

Searl warns you: check first that the **price offer** is a **bargain**, or **not**. As it may be the **same price** made to **appear cheap**. Searl states that is so **important** to **understand mathematics**.

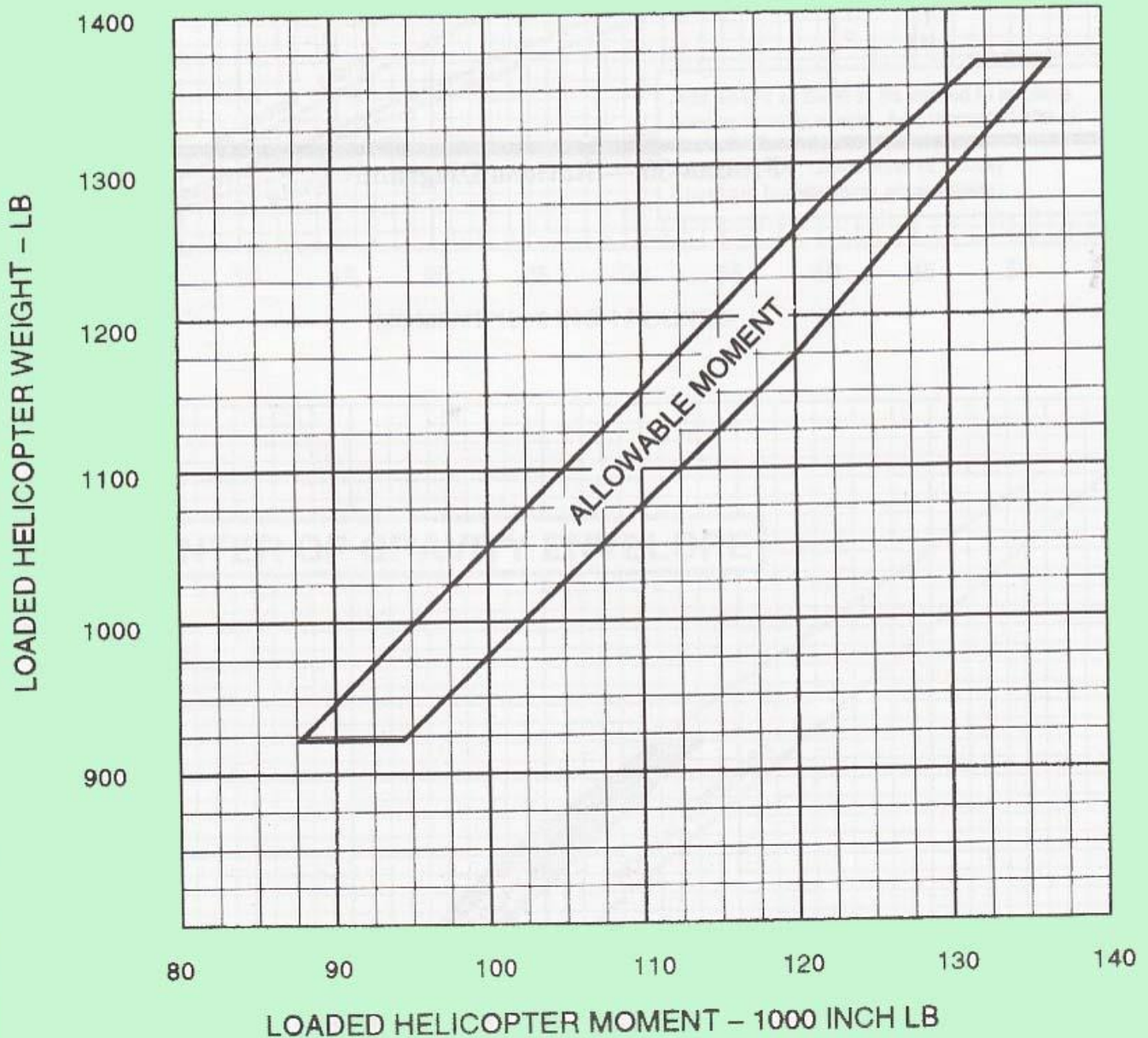
Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



I'm here in the USA.  
Overseeing the  
work being done.

The following CG locations may be used when determining the helicopter CG position.

Item	Long CG	Lat CG
Pilot & Baggage under R seat	79.0	+10.7
Passenger & Baggage under L seat	79.0	-9.3
Main Fuel	108.6	-11.0
Aux Fuel (optional)	103.8	+11.2



**Figure 1.40: Weight and Balance Chart:** Searl is showing you what he **must understand** about **helicopters requirements**, even if he never intends to fly one.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

Searl is now in the **States**, and has **just received** his **equipment** from the **UK**. **Flying research** and **development** is a **possibility** to be **restarted** here. This is the reason Searl needs to **work** with the **FAA**, as he did with the **CAA** in the **UK**.





Searl waves to you from his **new unit** in **Israel** that was going to be, the **finance man** wanted to **patient** the **S.E.G.** **believing** that would make him **millions quick** – results would be **hell** in the **wrong hands**. I had **no option** but to **reject the offer**, until they can come up with an **offer of no patient**, then I would be **interested**.

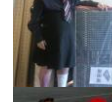
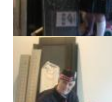
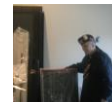
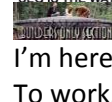
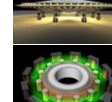
Searl has been **slandered** on the **internet** by **expert idiots**, who have no idea what they are saying, Searl has never **claimed** he made the **S.E.G.**, he always stated that his team made it **possible** and **hundreds** of **scientist** over **centuries played** their part in making the **S.E.G.** **feasible today**. They need to go back to school to be **education** in **basic knowledge**. **Especially money matters**, than they might **talk intelligently**. Searl **technology** does include such **subjects** as the **theory** of **quadratic equations**, and **miscellaneous equations**.

That is not the only problem; there are **materials**, **tooling**, **machinery**, and **costly space** to **work**, **rates**, **taxes** and **wages**, etc. Then there are the **electronics**, **magnetiser specially constructed** for this work, **Packages** for the **units** and the **dispatch** to **distributors** of **power units**. To make one **S.E.G** by the **old system** would **costs millions** to make. That is why I am in the **States** to **redesign** that **magnetiser**, which Searl hope will **create** that **sign wave** on **metal**, **cutting** the **cost**. **Cost** of **materials** are **increasing**, Searl has got **Morris** and **Mike** and **Jason** to work on **processing raw lumps** of **material** and **casting** in **house**, the **whole process** to **reduce cost** of **mass production** of the **S.E.G**. Then the **costly Legal paper work** of **solicitors** to get **China set up** to **manufacture** of the **S.E.G**. **Cost** to **cover company** in **Holland** to **handle China requirements** to free our hands for the **technical work**, we are taking about **millions** of **dollars** it is **costing** to **mass produce** the **S.E.G**.

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

To remind you of our progress.

V	LV	FV	CV	S1	S2	4C	(X-	X+)
75	237	711	79	79	632	316	158	158
76	240	720	80	80	640	320	160	160
77	243	729	81	81	648	324	162	162
78	246	738	82	82	656	328	164	164
79	249	747	83	83	664	332	166	166
80	252	756	84	84	672	336	168	168
81	255	765	85	85	680	340	170	170
82	258	774	86	86	688	344	172	172
83	261	783	87	87	696	348	174	174
84	264	792	88	88	704	352	176	176
85	267	801	89	89	712	356	178	178
86	270	810	90	90	720	360	180	180
87	273	819	91	91	728	364	182	182
88	276	828	92	92	736	368	184	184
89	279	837	93	93	744	372	186	186
90	282	846	94	94	752	376	188	188
91	285	855	95	95	760	380	190	190
92	288	864	96	96	768	384	192	192
93	291	873	97	97	776	388	194	194
94	294	882	98	98	784	392	196	196
95	297	891	99	99	792	396	198	198
96	300	900	100	100	800	400	200	200
97	303	909	101	101	808	404	202	202
98	306	918	102	102	816	408	204	204
99	309	927	103	103	824	412	206	206
100	312	936	104	104	832	416	208	208



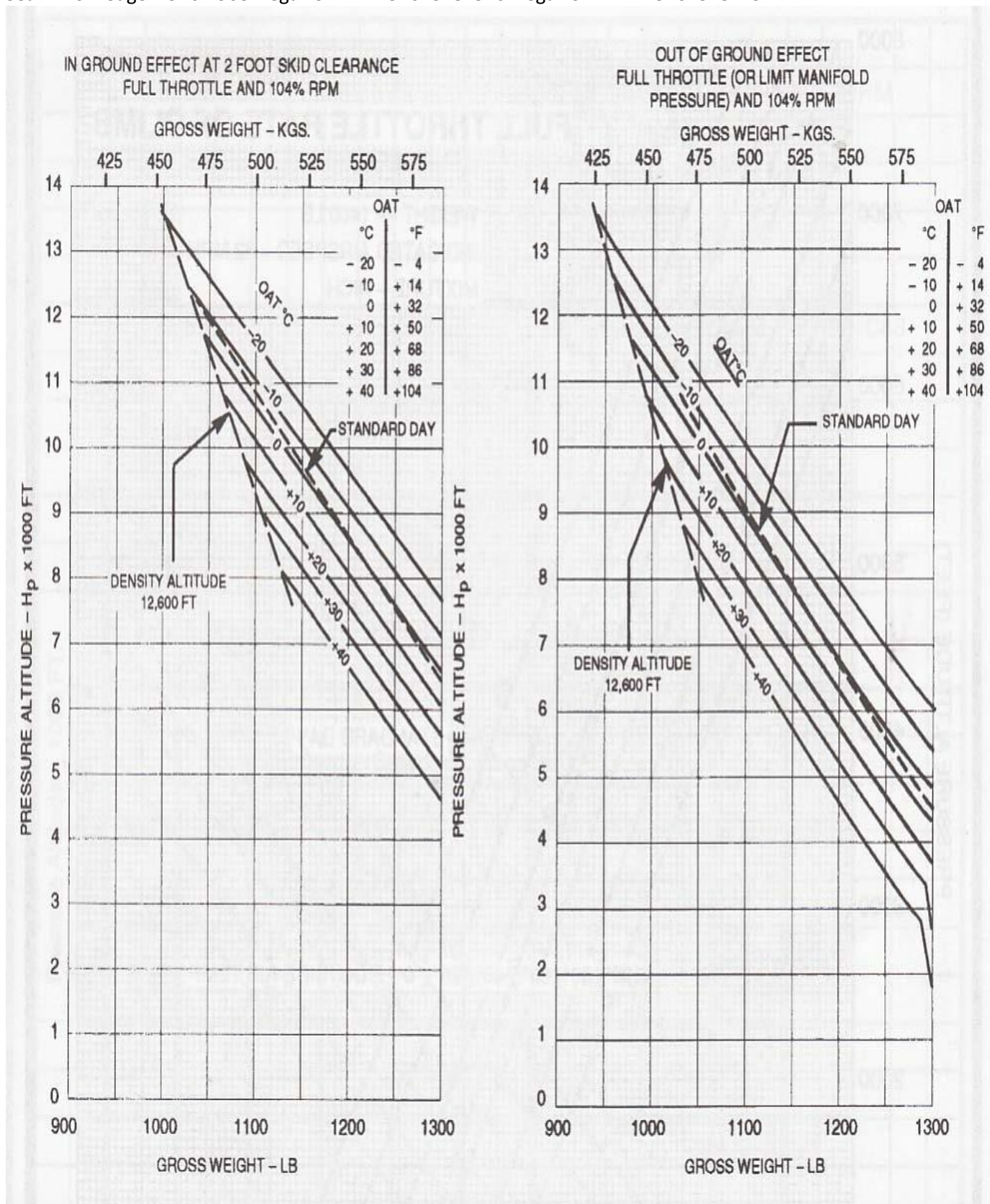


Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

V	LV	FV	CV	S1	S2	4C	(X-	X+)
50	162	486	54	54	432	216	108	108
51	165	495	55	55	440	220	110	110
52	168	504	56	56	448	224	112	112
53	171	513	57	57	456	228	114	114
54	174	522	58	58	464	232	116	116
55	177	531	59	59	472	236	118	118
56	180	540	60	60	480	240	120	120
57	183	549	61	61	488	244	122	122
58	186	558	62	62	496	248	124	124
59	189	567	63	63	504	252	126	126
60	192	576	64	64	512	256	128	128
61	195	585	65	65	520	260	130	130
62	198	594	66	66	528	264	132	132
63	201	603	67	67	536	268	134	134
64	204	612	68	68	544	272	136	136
65	207	621	69	69	552	276	138	138
66	210	630	70	70	560	280	140	140
67	213	639	71	71	568	284	142	142
68	216	648	72	72	576	288	144	144
69	219	657	73	73	584	292	146	146
70	222	666	74	74	592	296	148	148
71	225	675	75	75	600	300	150	150
72	228	684	76	76	608	304	152	152
73	231	693	77	77	616	308	154	154
74	234	702	78	78	624	312	156	156



Beware



**Figure 1.41: Hover Ceiling vs Gross Weight:** If you want to **fly helicopters**, then you need to **understand** such **graphs** as this one.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

Searl trust that all this information requires to be a **pilot**, does not turn you off the idea.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



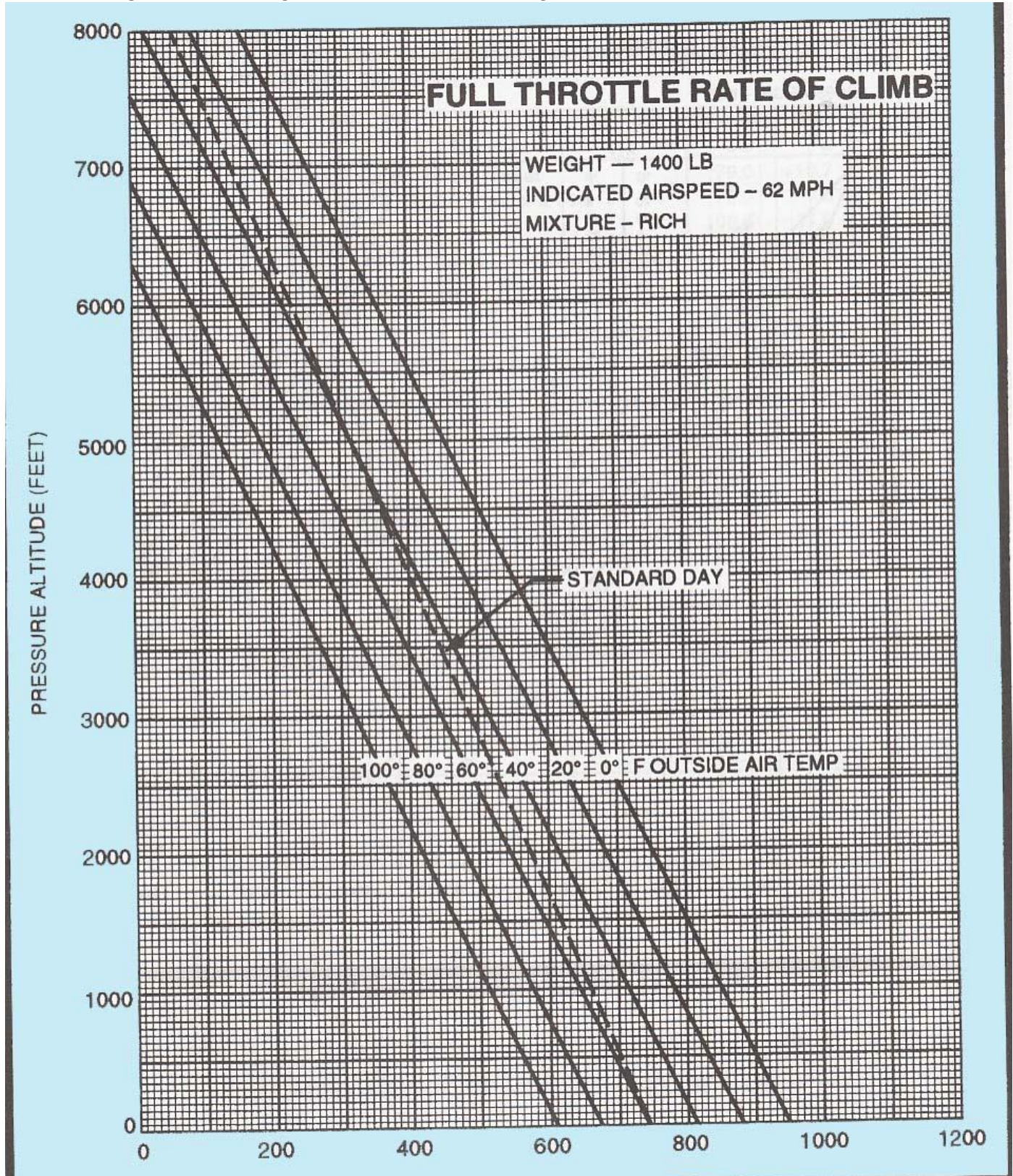
Searl is still in **Israel** with a member of his **new team**. No we have not been booted out of the hotel. Just being photograph outside of it. **No problem relating to the hotel that was great.**

Searl feels that he should continue on his early learning days in hope that will help all to understand the more **complex problems** later. Searl states that if these **five rules** just discussed seem self-evident that is good; it is because we are **accustomed** to **accepting** them, first by using **visible counters** of some kind and later by **distilling** the **concept** from the **concrete things** we have been using. **That is precisely where the problem lies with both the S.E.G. and the I.G.V. you have not worked on the projects: so you have no visible knowledge by which to store that data; which you have observed.**

Searl says that the **really clever thing** is that the **language enables** us to **express** the **ideas simply** and **clearly** on paper. Searl says, if you have **not previously** used such **symbols** as **a**, **b**, and **c** to **represent numbers** it will repay you **FlowerBower** to **test** the **rules** by using **particular numbers**: such as **4**, **7**, and **9** until you feel **confident** that you **understand** them. **Searl remind you that Figures 1.8, 1.9 and 1.10** should help you in this respect.

Searl trust that he can move forward into the next step up to the **S.E.G.** term **geometry**. You understand that subject, but the **internet experts** say I do not have the **education**.





**Figure 1.42: Rate of Climb (Ft/Min):** Just another example you need to **understand** to get a **Commercial pilot license** in the **U.S.A.** But for the **I.G.V** this **class of graph** will not be **require**, a **complete different class of graph** will have to be **developed** for the **I.G.V. climb out**, as it is a **vertical take-off vertical landing craft**. As it **indirectly** like the **rocket**, but **operate** in the horizontal plane.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



This is the **hotel** in **Israel** I stayed during my **time** in **Israel**, with the **member** of **my new team** which was being **created**. Just one member, as usual blocked that success. Given **time**, they may come back to darling John, with a **much better contract**.

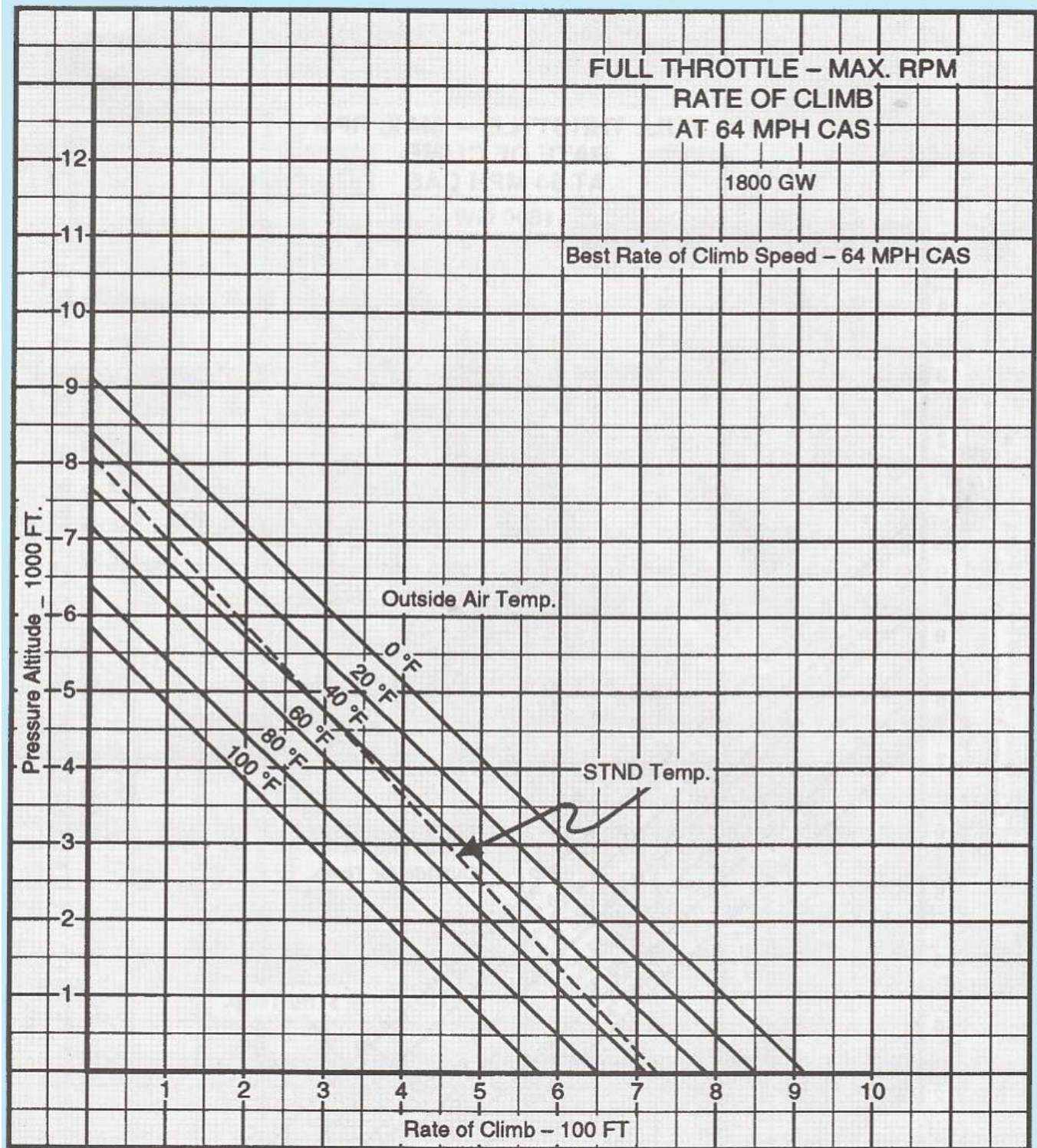
### THE PRACTICAL BASIS OF GEOMETRY:

Searl shall return to **number** a little later on in this document. Meanwhile, the **motor car**, which will become part of the **Research** and **Development** of **Searl Transportation Division** of **Searl Global Technologies**, will provide us with plenty of **material** for **geometry**, it was sad for me to **replace** you **John Thomas**; on this large section of **R&D** that will be needed very soon. Sorry I cannot have people working on **two sides of a coin**. You made your **bed** by selling me to **STI**, now you must **sleep in it**.

Searl states that the **material** for the **car R&D** is much more than Searl care to draw on at the present. **Beyond** the **FACT** that it still has **four wheels** and a **body** as the **modern car** hardly resembles its **predecessor** of **1910**, which I guess matches me also. Searl has **changed** since **1932** to the **present date** of **2014**, may not be as bad as some of you. At least we are **proof** of **change does exists** in all things regardless. But the **change** in the **S.E.G.** is only **related** to **demand**, and not by **aging**, as most objects do.

Searl trust that he is **explaining** his points **simple enough** for you to **understand**.

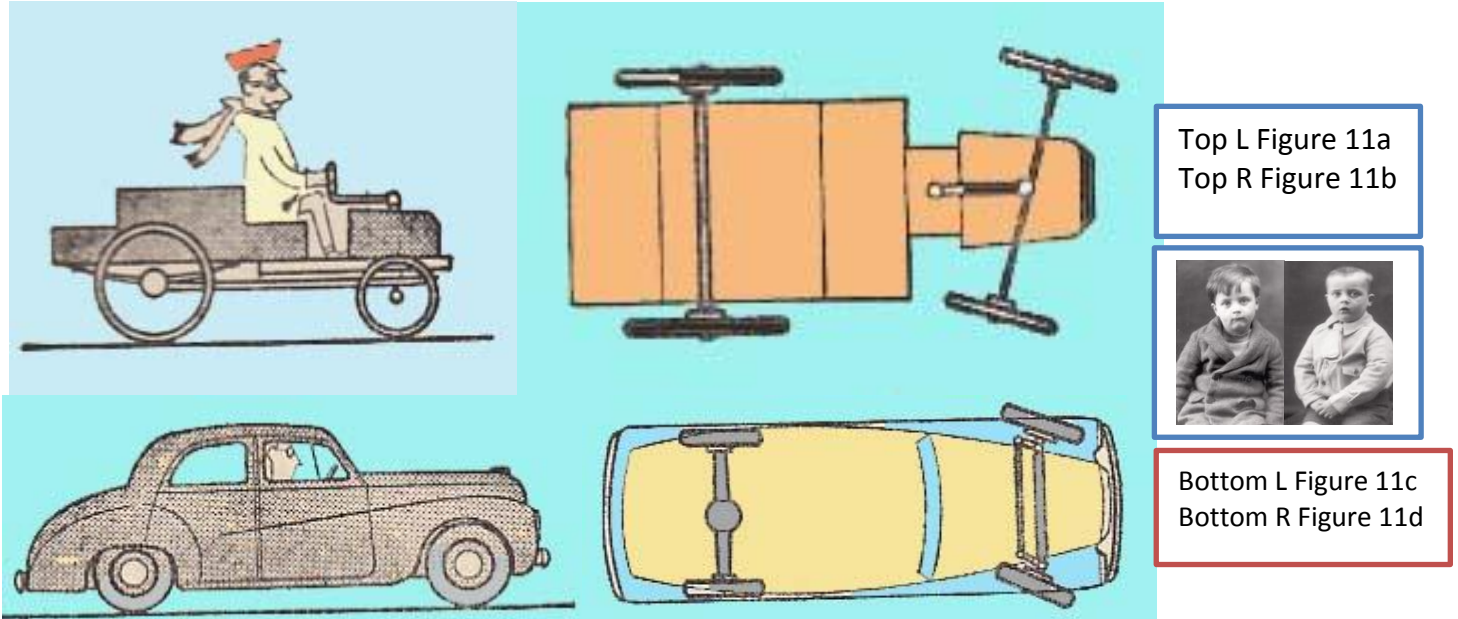




**Figure 1.43: Best Rate-of-Climb Speed:** All Commercial pilots should understand these classes of charts, for flying conventional aircraft. Whereby, the I.G.V. has to be controlled at a slow rate of climb out: to an: QFE 2,000 feet, to avoid knocking down buildings or trees cause by the atmosphere change which would occur if allowed to launch at a higher velocity. Then allow the I.G.V. to change to a higher to a QNH 4,000 Feet altitude. From that altitude it can then be set to its cruising setting for whatever destination is the objective.

U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.





**Figure 11:** One difference between the old vehicle (11a) and the new (11c) lies in the **steering**, and this is where **practical geometry** comes in. Searl says that the **change** that has come over its **appearance** has been **gradual process** resulting from **technical advances** which, in turn, have **required** the **application** of **mathematics**. Searl states that from his view of **YouTube experts** they have no **knowledge** that **mathematics** had to be used. Think of the **steering**. The horseless carriage used the same **steering device** as the horse-drawn: **Figure 11**.

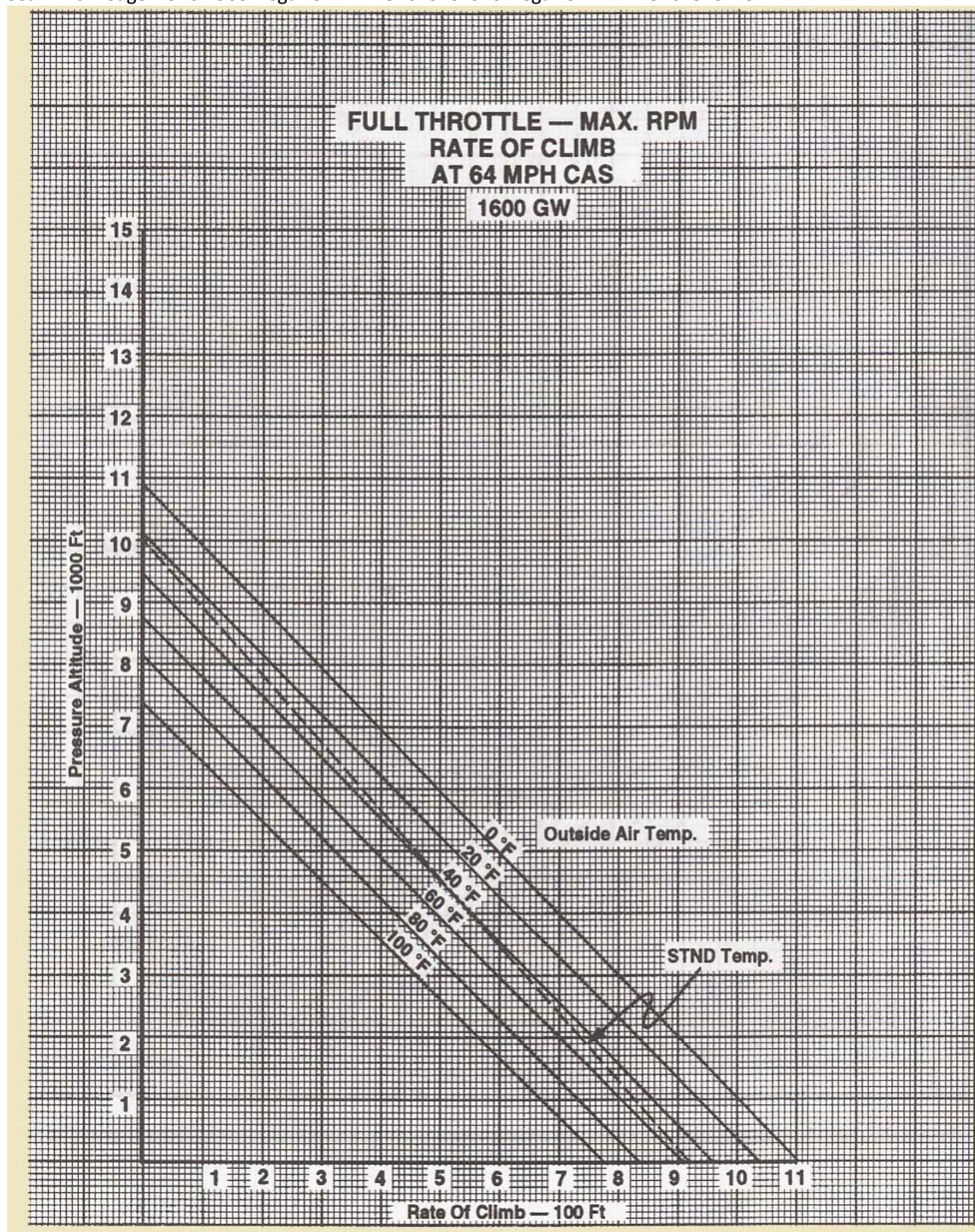
Searl says that it was very simple and quite **satisfactory** for **steel tyres** travelling at **low speeds** on bumpy roads. Searl understands that in the **modern car** the **front axle** is fixed and each wheel is turned on a kind of hinge. Searl states that this is part of a scheme of **steering** which is better suited to **higher speeds** of travel in which very **fine changes** of **direction** are required. Searl reminds you that even so, it is not impossible for a **car** to turn over because the front wheels have **changed direction too violently**. Unless **both wheels** try to **pull** the car in the same manner, one tyre, or both, will be subjected to a **dragging** at the side, which will soon wear away the rubber.



How many of you can recall that the first official land speed record was set at **39.24 mph** (63.15 km/h) in **1898** using an **electric car**. The internal combustion engine took the record in **1902**: then in **1997**, almost a century after the first record Andy Green broke the **sound barrier** in the jet-powered car

So when you knock me about the **time** taken to create the **S.E.G** – just remember how long it took for a **car** to break through the **sound barrier**. In **Fact**, the **Transistor** took **many years** to **achieve** its **success**. Then it was beaten by the arrival of the **I.Cs**. Whatever man achieves others will attempt to beat it. The term in which it is filed under is: **HUMAN ENDEAVOUR**. Which is what **space travel** is all about. Searl will return later to the **car progress** over **time**.





**Figure 1.44: Rate of Climb:** For flying conventional aircraft you must understand such graphs like this. To fly the I.G.V: requires a slightly different class of graphs, which have yet to be created, may be later this years, but we have a heavy commitment still to honour.

U.U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

### Land speed records as searl knows them:

**1898:** Count Gaston de chasselloup Laubat (France) sets the first official record at 39.24 mph (63.15 km/h) in a Jentaud electric car.

**1899:** Camille Jenatzy (Belgium) became the first person to travel faster than 100 km/h (62 mph) and the first person to travel faster than one mile per mile minute.

**1902:** William K. Vanderbilt Jr (USA) sets the record at 76.08 mph (122.43 m/h), the first time the record has been held by: a petrol driven car.

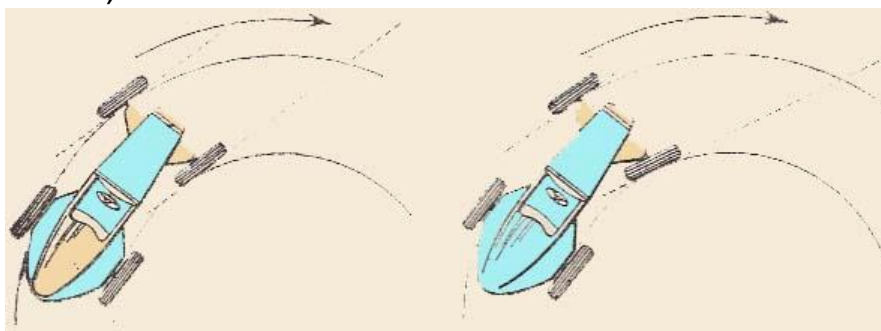
**1904:** Louis Rigolly (France) becomes the first person to travel faster than 100 mph (160 km/h) at 103.55 mph (166.64 km/h).

**1963:** Craig Breedlove (USA) reaches 407.45 mph (655.70 km/h) in his jet Powered Spirit of America but the FIA does not recognize the record because there is no category for jet cars.

**1970:** Driving Blue Flame, Gary Gabelich (USA) becomes the first person to travel faster than 1,000 km/h (621 mph) on land.

**1997: Andy Green (England):** sets a new record of 763.035 mph (1,227.952 km/h), becoming the first person to travel faster than the speed sound on land.

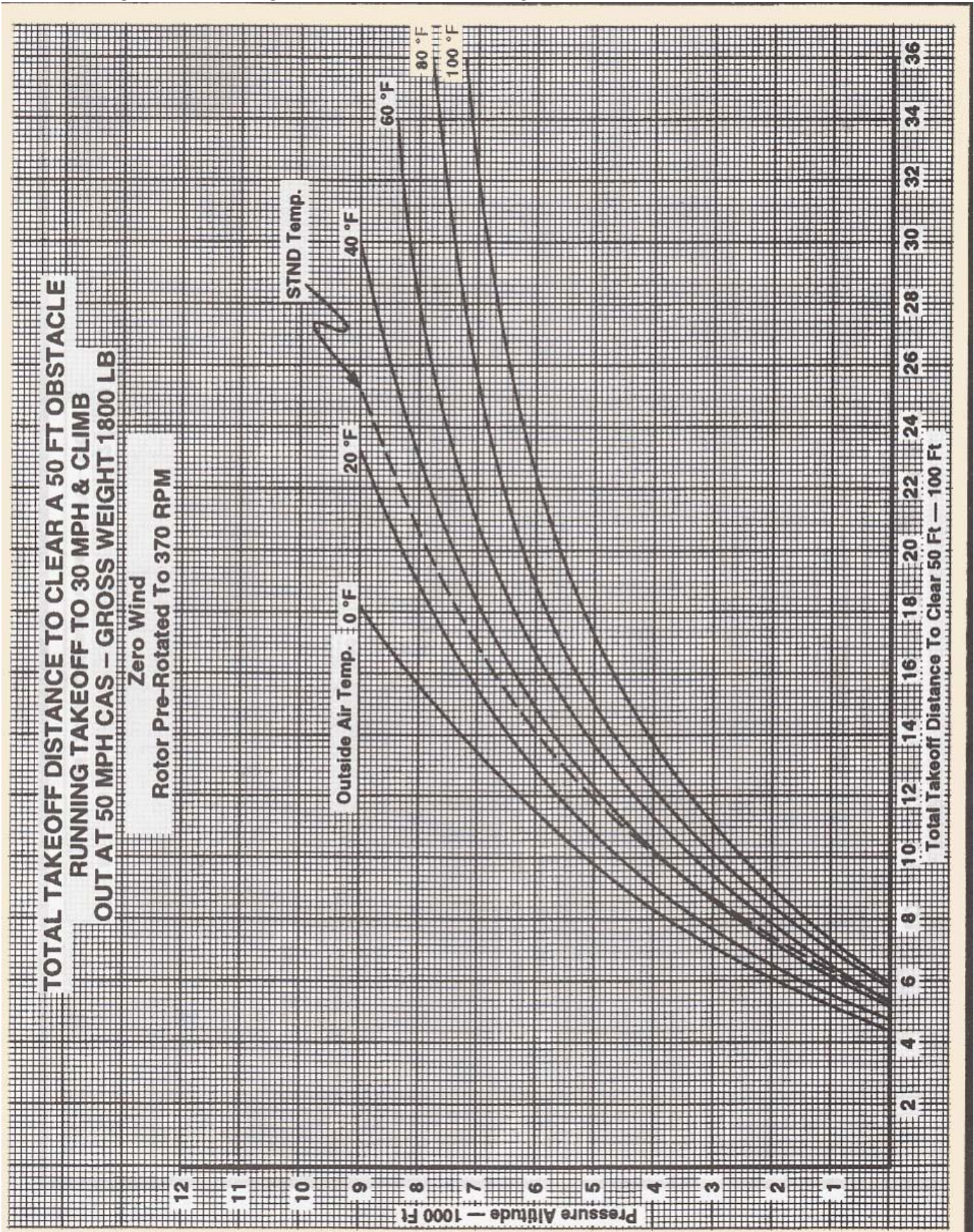
Once all my equipment is unpacked and re-assembled, I shall be able to **start recording** the **testing** of finish parts to the **S.E.G. Domestic unit**, it will be file similar as set out above. That is the reason why I have listed these **major events**, not only to show the **time** to beat a **record**, but how it should be listed.



**Figure 1.12:** If both wheels are turned through the same angle one of them: the inner one wheel in the left hand drawing: has a bad time! Both wheels of the car in the right hand drawing are trying to turn the car by the same amount. May be you could prove that.

**Figure 1.12 illustrates** the need for the inner wheel to be turned through a **greater angle** than the **outer**. Searl says see if you can find out how the **steering** on a **car** provides for this. **Or see if you can invent a method for yourself.** Searl states that in the first place, this is a **geometrical problem** concerning **circles** and their **tangents**. In the **second place**, you will need to know something about **triangles** and **quadrilaterals**. Searl will include an **introduction** to the **essentials** of **geometry**, which Searl has to use in his **operation** of **designing products**. Bear always in mind that Searl starts **designing** from a **matrix design** from which, once he see the **shortest pathway**, starts to work on the **project** in mind.

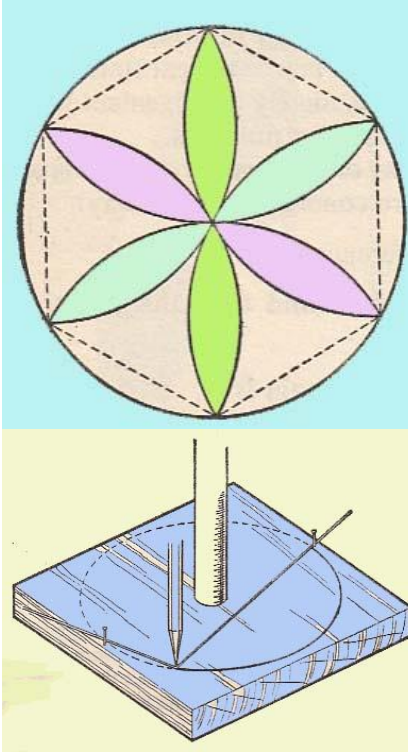




**Figure 1.45: Running Take-off:** This is another **chart commercial pilot** are **expected to understand**, Also students training to be **pilots** on **I-G-Vs**.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**





**Figure 1.13:** This pattern, made with a pair of **compasses**, shows that the **radius** of a **circle** can be fitted **precisely six times round** the **inside** of the **circle**. Another **proof** of my **dream one**, and **two for six years** Searl had these nightmares. Searl agrees that for the **flying side** he uses **5 elements plus one insulation = 6**. Likewise, you could say that Searl use one **insulator material + 5 elements**. There are the **same regardless** for the **flying S.E.G.**

**Figure 1.14:** Searl used a **bent-wire** and **pins method** of drawing part of a circle. Searl say all who played with a pair of compasses know a little geometry, even if they have not thought much about it. First of all they know what a circle is, although they might find it difficult to describe it accurately in words.

Searl say that by making patterns like these in **Figure 1.13** they use the **knowledge** that the **radius** can be fitted **exactly six times around** the **inside** of the **circle**. Is that the **carbon atom C.6**? Searl agrees that this **crude way** of putting it would be very **distasteful** to the **mathematician**, and rightly so, because it's **meaning** could be **misunderstood**. **He/she** would prefer to say: **that the length of the side of the regular hexagon inscribed in a circle is equal to its radius**.

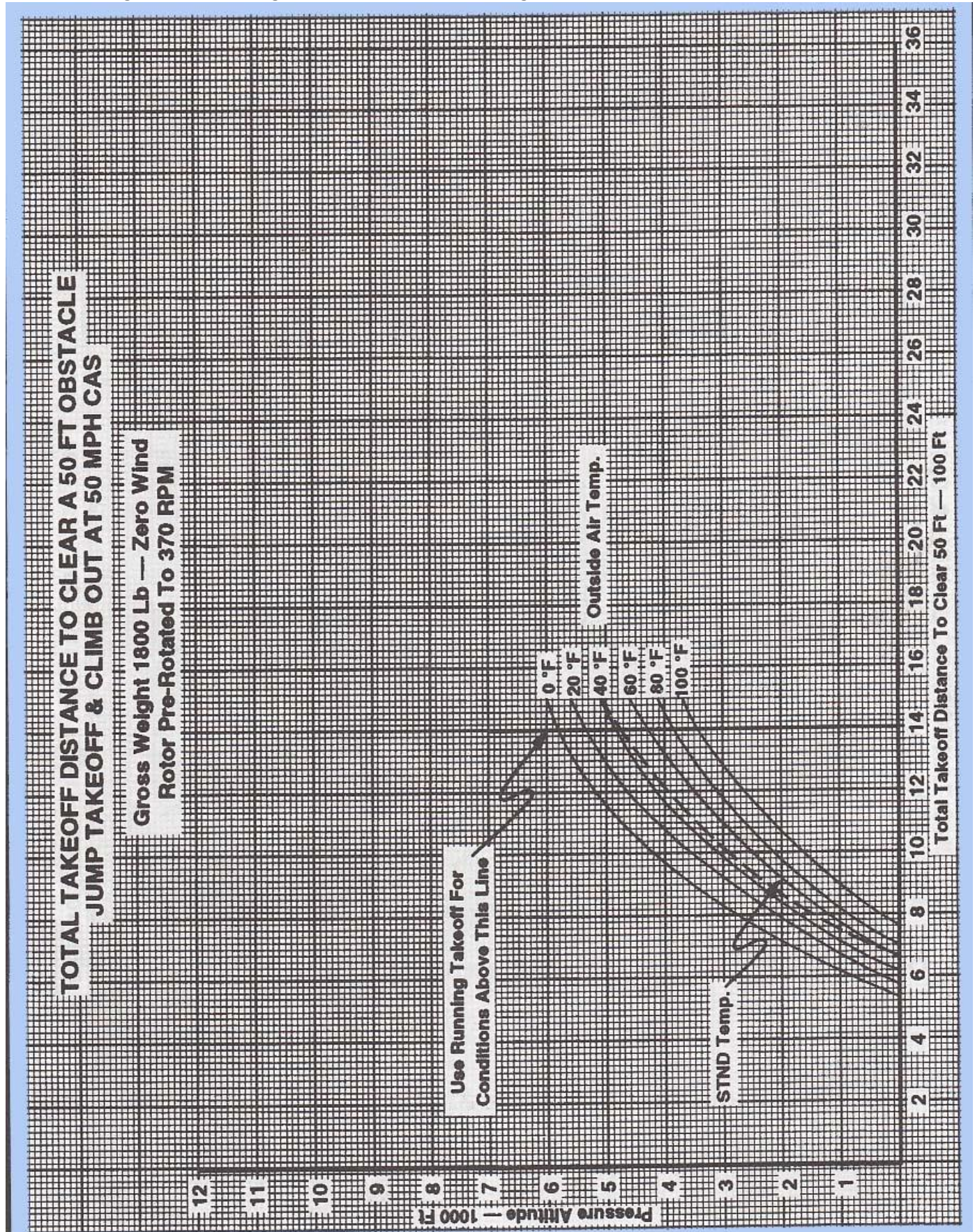
Searl ask: suppose you wish to draw a circle in a place where some **obstruction** covers the centre, for example, on a floor around a buttress or column. Searl ask: how would you do it? One method is to use a piece of rigid wire suitably bent and a pair of well-placed pins or nails. Searl points out that you will then have to make use of the **fact** that all the **angles** in the same segment of a **circle** are **equal**. Searl recalls that centuries ago someone **proved** beyond doubt that was so.

**Figure 1.14:** **illustrate** the method. Searl explains that the **mathematician** makes the **discovery** and ties it up neatly to the **satisfaction** of all other **mathematicians** in a **theorem**. Searl states that **good practical men/women** use the **theorem** in their **daily work** whilst the **mathematician presses** on towards **new theorems**.

Sorry, I have stopped here, to say that I was just **shown a video clip** on the **web** about **Morris** discussing the **S.E.G.** and behold guess who called **Morris** a **lair**, yes our **old arsehole Flowbower**, who claims I will be **dead soon**, **amazing expertise** from a **shear mentally ill person**. He is not even aware that I am **working** on **average 22 hours a day** at this **time** to **speed up** a **mass** of work to be done here in the **States** and **China**, which includes weekends as well, and all public holidays.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



**Figure 1.46: Jump Take-off:** We have come a long way in **flight technology**, since the **Wright Brothers** proved **heavy then air craft could fly** – well he was **sure correct**.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.



Another **proof**: photo taken in **Israel**, a member of my new team there, who has **proven** to me to be the **most sincere** of the lot. Sad that the **money man** want it **patented**, which the **patent office** advises me not to: as it is a **knowhow**. The **UK investor** and his **solicitor** took me to their office to show them the **S.E.G. demonstration**, they agreed that I could apply for patent there, but advised me that all the knowhow would have to be given, better if my interest is the **planet** not to **patent** it. Thus my **backer** agrees with me to continue without the **patent cover**.



## WHAT ALGEBRA IS ABOUT?

Searl states that the **rule 4** which was  $a(bc) = (ab)c$ , and it was noted that this was a very **concise** and compact way of avoiding such a **clumsy statement** in words as 'If you **multiply** the product of **two numbers** by a **third** you will get the **same result** as you would obtain by **multiplying** the **product** of the **third number** and **one of the others** by the **remaining number**'. Searl says that if we must use **words** to **express** the **abstract truth** it would be much easier to do so by **illustration**, using **beads** or **pebbles**, or **geometrical figures**. Searl states that the **mathematical statement** is usually regarded as **algebraic**. Searl explains that **algebra** is merely a convenient way of discussing number without using **particular numbers**.

Searl says that it would be a shame to break the next block of **numbers up**, due to lack of space here. Searl trust that you who ask for help; are finding this document helpful!

INDUSTRY STANDARD SMD OUTLINES GUIDE						
Passives based on		ROHM, BEYCHLAG	MLCC CAPACITOR VALUES			
		TDK	RESISTOR POWER DISSIPATIONS			
			INDUCTOR VALUE RANGE			
ACTUAL SIZE	TYPE	SIZE(mm)	CAPACITORS (MAX VALUE)			RESISTORS
			COG	X7R	Y5V/Z5U	pD (W)
-	0402	1.0x0.5	150pF	6.8nF	33nF	.063
-	0603	1.6x0.8	330pF	47nF	220nF	.063
-	0805	2.0x1.25	1nF	220nF	2.2µF	.1
-	MicroMELF	2.2x1.1	-	-	-	.2
-	1008	2.5x2.0	-	-	-	.01 - 100µH
-	1206	3.2x1.6	2.7nF	680nF	4.7µF	.125
-	MiniMELF	3.6x1.4	-	-	-	.25/.4
-	1210	3.2x2.5	10nF	270nF	470µF	.425
-	1812	4.5x3.2	18nF	560nF	1.0µF	1.0 - 1.0mH
-	2010	5.0x2.5	-	-	-	.5
-	2220	5.7x5.0	39nF	1.2µF	2.2µF	1.2mH - 10mH
-	2225	5.7x6.3	47nF	1.5µF	4.7µF	-
-	2512	6.3x3.1	-	-	-	1.0

Searl shows you what it takes to develop such products like the **S.E.G.** and the **I.G.V.**

Searl states: that it is not **mathematics** alone, that create the **S.E.G.** or the **I.G.V.** but the **support gear, components**, electronic test equipment. Which also includes **skill labour**, which today is not cheap? But there are still a few **humans** around and they are finding me and joining to help the **technology** to the **marketplace**. A big push is on its way; we shall win!

I have had the pleasure to meet and talk about the **I.G.V.** with a **pilot test examiner** name **Paul**, I hope I shall in the near future; in fact very near future will fly with him to get to know the area from the air. That **airport** was **Van Nuys**; which is very close to me, not as close as **Gillespie Field**, which of course you know is at the **bottom** of my **garden**, so to speak. A number of the staff have seen me there many days, for **dinner**, with **Mike** and sometimes includes **Morris** as well. Some of the staff sees that I am preparing to get back to **flying** again. Which: clearly shows my **intension** in this document. A **twin Jet** is my line up at this **time**.

Here in this document you can witness the kind of **questions** that I will be **expected** to **answer**. There are some **changes** since my days of **flying**, but should not **create** any **problems**. If I go ahead with flying it will be from **Gillespie Field**, as I am only **300 metres MSL** and the **field is 388 feet MSL**. Therefore it sits below me.

As Searl has quoted, materials play a **vital** part for success: The **question** which I put to you **experts** on the **web**; do you know in **metals** what these letters stand for? **A, C, D, E, F, G, H, J, K, L, M, N, P, R, S, T, W** each of these letters have a **related specification**, but note that tables of **related specification** are a guide and are not to be taken as **exact equivalents**. Which **represent just one problem to cope with?**

Searl from **time to time**, break up upon what he is writing, to give you **time to study** what he has **presented** to the reader. This fill in details are showing the **FACTS** which goes on behind the **lab doors**, the **sorting materials** out for our next run of **testing; cost money**, which has to be found to **pay** the cost of it. One thing now; is that we are now in a position to **completely produce** the **S.E.G.** in house, from **lumps of raw material to cut cost**.



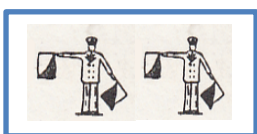
Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



Searl is still in **Israel**, doing his usual thing, with the member of the new team that was the most trusted one of the lot.

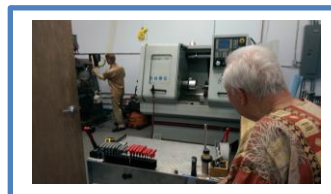


Searl states that here he gives you an example of the usefulness of **algebra**. You may have noticed that the numbers **5, 6** and **7** are connected in this way:



$$5 \times 7 = 35$$

$$6 \times 6 = 36 \text{ which have a difference of } 1.$$

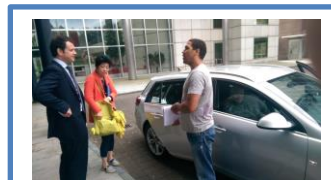


Searl say take any other three consecutive numbers and treat them in the same way; for example **11, 12**, and **13**:



$$11 \times 13 = 143$$

$$12 \times 12 = 144 \text{ the difference is again of } 1.$$



Searl suggest that we ought test one more example of consecutive number, like, **81, 82, 83**.



$$81 \times 83 = 6,723$$

$$82 \times 82 = 6,724 \text{ again: the difference is } 1.$$



Searl states: that is an interesting FACT.

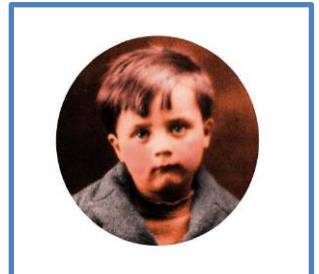


Yes, that is my member from **Canada**, dear **Flowerbower**; A video clip was shown to me last night, **Sunday 2<sup>nd</sup> November 2014**; that you are still **suffering** from **diarrhoea** on **YouTube**. I am somewhat surprise that viewers don't tell you what to do; like you ought to take **100 sleeping pills** with your meal, which ought to stop that **diarrhoea** for some time, thus your anus can have a rest **Flowerbower**, which by now your **anus** must be very **painful Peter King**.

Searl says let us try one more example like **1949, 1950** and **1951**:

$$1949 \times 1951 = 3,802,499$$

$$1950 \times 1950 = 3,802,500 \text{ again the difference is } 1.$$



Searl feels that he has **shown proof**, that it is **true**. Thus it cannot be **assumption**.







Searl informs you that the **mathematician expresses** the **general truth** underlying these **relationships** in a **theorem**. Searl states, that the **theorem** is of no use until it has been **established** by **rigorous proof**; thereafter it may be **applied** to any **situation strictly comparable** with those above.

Searl says that the **theorem** may be stated thus: **If a, b and c is consecutive whole numbers:**

$$b^2 - ac = 1. \text{ Searl will } \textbf{test} \text{ this statement out for the } \textbf{truth}.$$



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

CRYSTALS/OSCILLATORS BASED ON RALTRON PRODUCTS				
SIZE (MM)	REF	SIZE (mm)	TYPE	FREQ RANGE (MHz)
	004810/004910	7.5x5.1	Ultra Miniature Hi-Stab Oscillator	1.8432 - 67
	H13	7.5x5.1	Low Profile 1.3mm high Crystal	14 - 67
	RSM200	9.1x4.0	Inexpensive 32.768 KHz Crystal	-
	HC49, (AS)	10.2x4.8	Industry Standard Crystal	3.5 - 50
	C02810/C02910	11.0x6.4	Tristate Oscillator	1.8432 - 50
	TTSMD	13.1x5.0	Compact Plastic Crystal	3.5 - 50

Here again Searl shows **proof, not assumptions**, Here we view what Searl needs to **understand** for his **research** and **development undertakings**. Searl will when he find time give you more samples of his **knowledge based**, which most comes from his **dreams**. But under **test proves true** and **not assumption**.

Searl says let's try one more in the **opposite option**, Searl use his year of **birth** as a sample:

$$1932 \times 1934 = 3,736,488$$

$$1933 \times 1933 = 3,736,489 \text{ again, we see the difference} = 1.$$



Searl states, that again, he **proves the truth**, and **not assumptions**.

Searl stated on that he would check out the **theorem** for proof it works. Let's **assume** that:

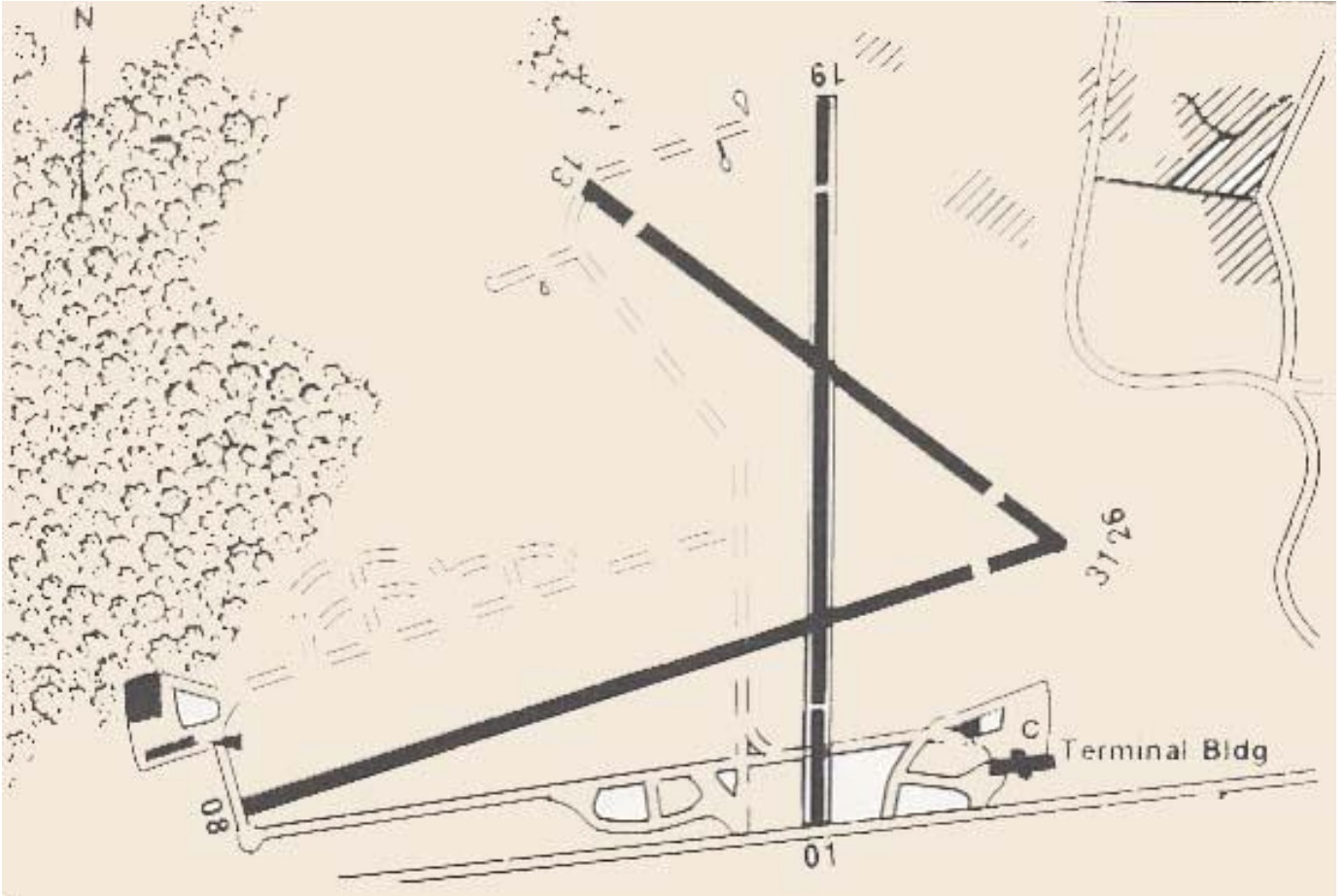
$$a = 12, b = 13 \text{ and } c = 14: \text{ then:}$$

$$(b^2 = 169) (ac = 12 \times 14 = 168)$$

$$(b^2 - ac) = 1 \text{ proves it's true.}$$



Searl states; we sure **observe** a lot of **crap** on the **internet**, which you may now understand that issue will **turn off investors**.



**Figure EGLK:** Here at **Blackbushe Airport**, is where Searl was train to become a **pilot**. This actual image, relates to the site in **1985**, **time** has passed, time may have made changes, if it still operating. It comes under the **CIVIL AVIATION AUTHORITY** who sets the **rules** by which you can get a license to **fly** for various ranks. I shall give more details later as, crap has appeared on the internet by **Flowerbower** for some years now that I am not a **pilot**. Through my books you can see that I was. Remember now I come under the **FAA Federal Aviation Administration**.

Searl states that if the **theorem** is sound; and we have not tried to **prove** it is; Searl states then it may be applied to such a trio as **1948, 1949** and **1950** Searl agrees that it is quite a **dramatic truth** and leads itself to some **dramatic uses**. Searl points out that to take a very simple example, **299** times **301 = 89,999** may be done mentally **Flowerbower** by **squaring**  **$300^2 = (300 \times 300 = 90,000)$**  and taking away **1 = (89,999)**. Searl understands that there are other **theorems** around, another which Searl would like to quote is **concerning three consecutive numbers a, b** and **c** is stated thus:

$$b = \frac{1}{2} (a + c)$$

Searl feels that it may be such an **obvious truth** that no proof is considered necessary. Searl says, let me think about this issue in relation to Searl school days, as it was a church school, there surely must be some saying that will fit in here; sure enough there is: **Apostle Paul said, "Prove all things; hold fast that which is good"**. Searl will **prove** the **theorem**, on the next page.

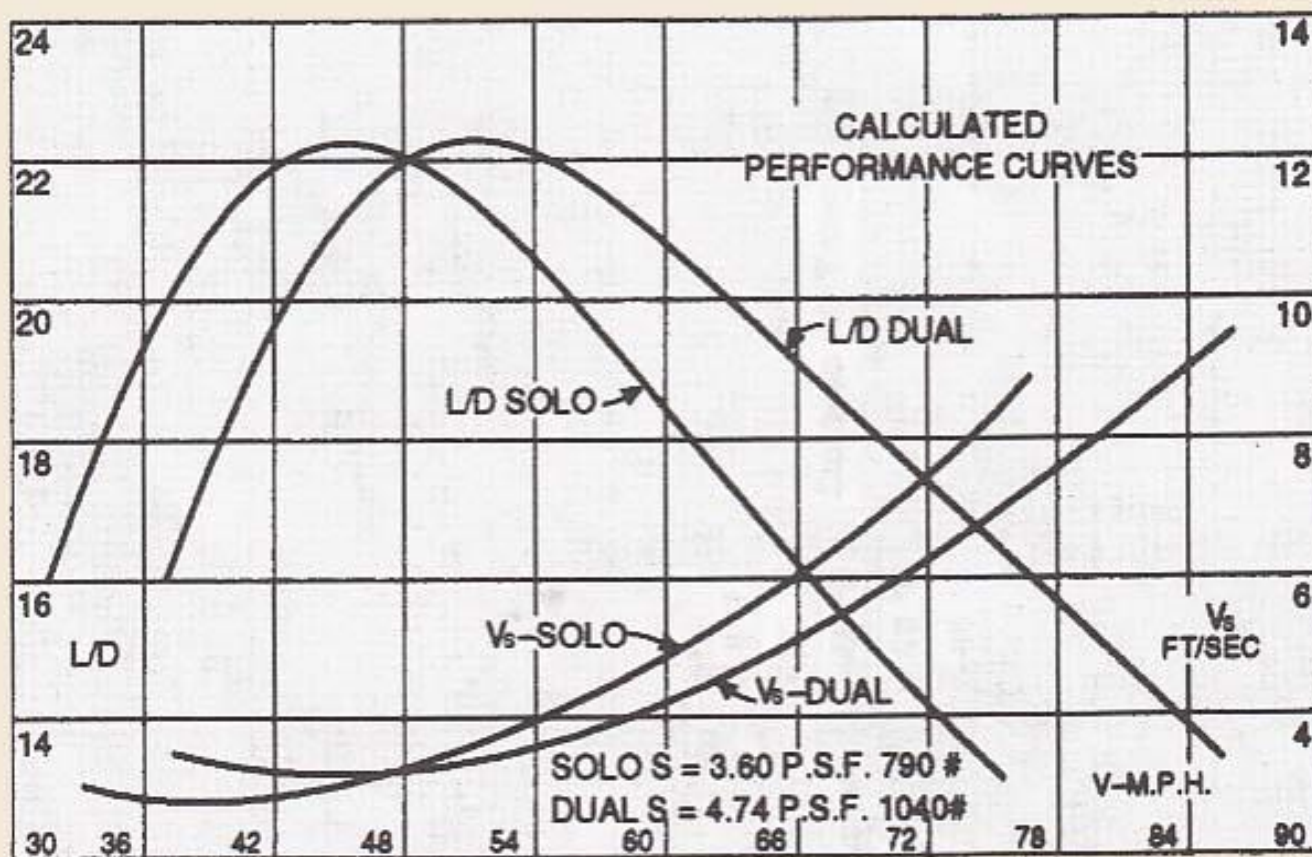


## DESIGN DATA

Wing Span	51'	Empty Weight	600 lb
Length	25' 9"	Gross Weight	1,040 lb
Height	9' 3-1/2"	Wing Area	219.5 sq ft
Aspect Ratio	11.85	Wing Loading	4.74 psf

## PERFORMANCE

Max. Speed	98 MPH	Stall (Dual)	35 MPH
Airplane Tow	98 MPH	L/D MPH Solo	22.25 to 1 at 45
Auto Winch	69 MPH	L/D MPH Dual	22.25 to 1 at 52
Dive brake			
Extend. Max.	98 MPH	Sink Speed Solo	2.6 fps at 38
Stall (solo)	31 MPH	Sink Speed Dual	3.1 fps at 42











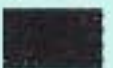




**Figure 1.48: Performance Curves Chart:** To be a **pilot**, you are required to understand these **charts** that are for **Commercial pilots**. But **pilots** of the **I.G.Vs** will have to **understand** far **more complicated charts**.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

All this information within this document is to inform these **expert test pilots** at this **time** **fail completely to test flight an I.G.V.** as you have **no training for the job**.

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

Discrete semiconductors based on ALLEGRO, CALOGIC, ITT, MISTRAL, NIEC, ROHM, AND SHINDENGEN					
2 TERMINAL OUTLINES			3 TERMINAL OUTLINES		
ACTUAL SIZE	SIZE(mm)	OUTLINE	ACTUAL SIZE	SIZE(mm)	OUTLINE
	2.5x1.25	S-MINI, DSM, USM		1.6x0.8	EM3
	3.4x1.4	LL34, MINIMELF		2.0x1.25	UMT, UMS, UM6
	3.7x1.6	60A2, SOD80		2.9x1.3	SOT23
	5.0x2.6	D1F, DO-214, ABLT, PSM		2.9x1.5	IMD, FMT, SC-59
				4.5x2.5	MPT, SOT89
				6.5x3.5	SOT223
				6.5x5.5	OPT, D PAK, E PAK
				10.1x9.9	PSB, SQUARE PAK

Again, Searl is showing his world of **reality**, in which he understand that only a **few hundred people** knows about this **technology**, which plays a part of the **Searl Technology**, and for your **knowledge base** their **control functions** to a **require level**.

Searl state: Let **b** any **positive integer**: then **(b - 1)** and **(b + 1)** are the **integers** which **immediately precede** and follow it (**corresponding with a and c above**), and:

$$(b - 1) + (b + 1) = b - 1 + b + 1 \\ = 2b$$

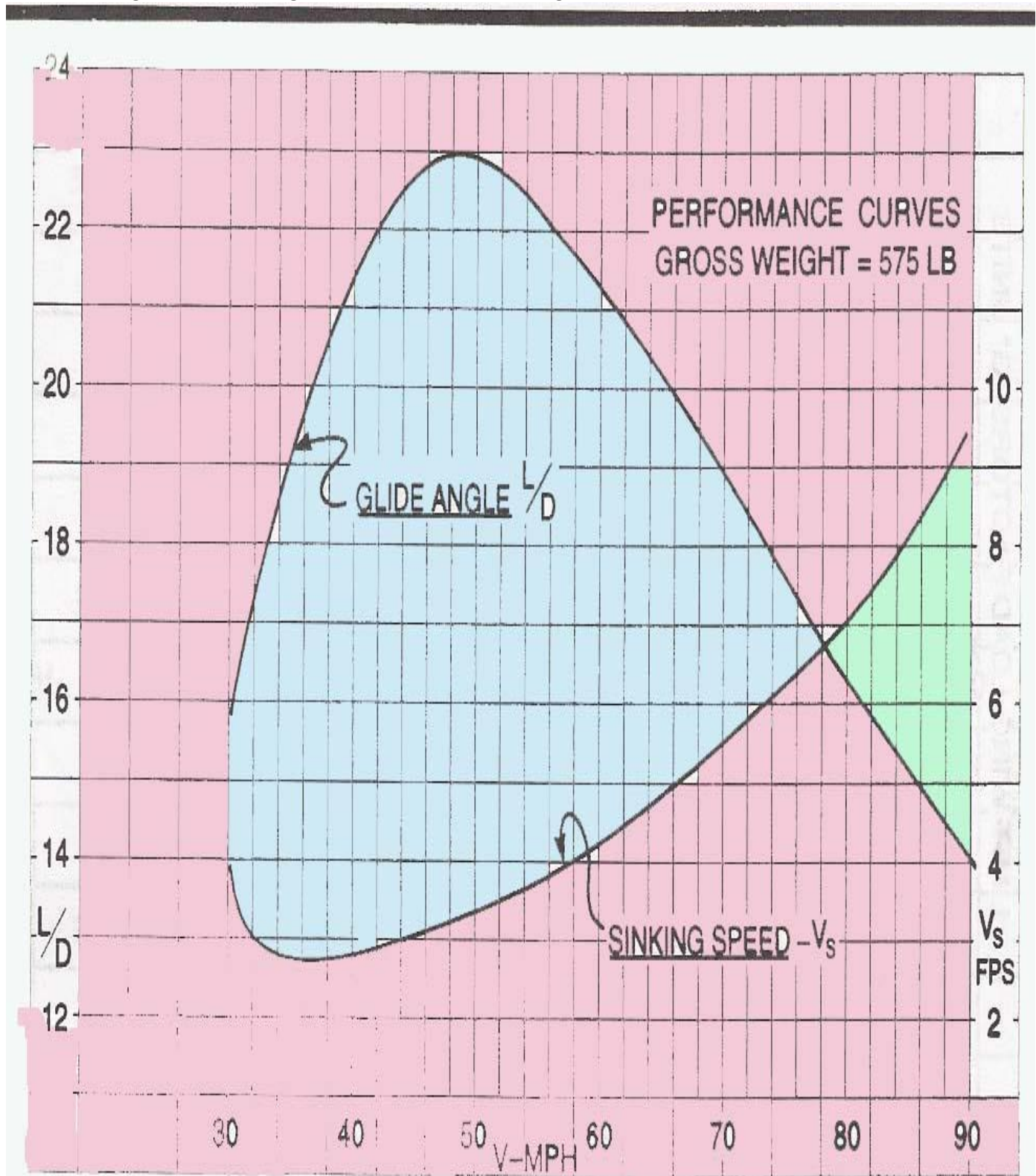
Therefore

$$b = \frac{1}{2}\{(b - 1) + (b + 1)\},$$

Which: is what searl set out to **prove**. The **brackets** are used like **baskets** simply to hold things together. Searl hopes to in a later part of this document show their use will be considered more fully to his understanding. Searl expect that the last **theorem** was perhaps **not very exciting**; Searl understand the feeling, from his experience of **dating girls**. Just for fun let look at the **chances** Searl has of a **date** at **Saturday dance night**:

**A = 10 18 years old females, b = 11 18 old males and c = 12 over 50 years old females.**  
**Females = a = 10 + c = 12 = a x c = 120 females + males b = 11 x 11 = 121 options for Searl = 241 Searl chances of a date = 1 male; in fact it was zero rated.**





**Figure 1.49: Performance Chart:** Searl is sorry that he could not complete the painting due to lines being broken, with both eyes trying to **recovery** from **surgery** and **arthritis** of all **joints**, it was far too long to do; but I trust you can see my **intention** to make the **Chart** stand out better.

**U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C.**

It is a massive task to be responsible to obtain **maximum structure** of the **airframe** and for the **crew**. I appreciate their efforts to solve **unfortunate problems** that sometimes **occur**.

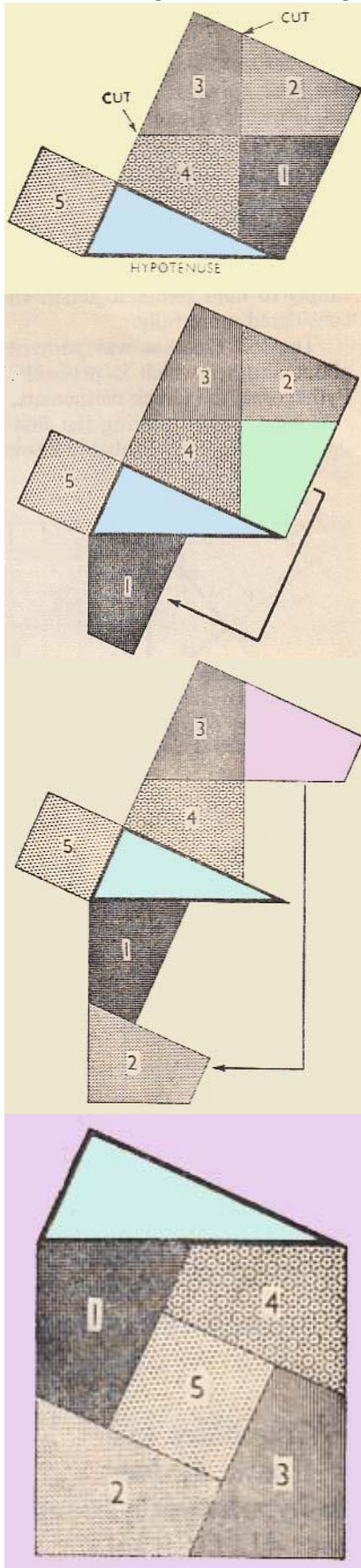


Figure 1.15: Searl says that the **practical method** of proving the **theorem** of **Pythagoras** is called **Perigal's Dissection**.

<(i)

The **cutting lines** in (i) are **parallel** and at **right angles** to the **hypotenuse**, intersecting at the **centre** of the **square**. After **cutting out** the **five shaded** pieces **refit** them on the **hypotenuse** to form a **new square**.

**Beware that you are not talking with a fork tongue; the future may show you to be an idiot and a laughing stock.**

<(ii)

**Sliding only permitted: no rotation; is allowed.**

<(iii)

<(iv)



**This is the man who is telling you how he did it. Prof. John Roy Robert Searl. You demanded how on the web – this is how – Amen!**

Searl has been **badly slandered** on the **YouTube** by **mental defective idiots**, who have no **idea of what they are talking about**. I can name quite a number of them.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

Rwy	Dim(m)	Surface	Take-off(m)	Landing(m)	Lighting
08/26	1295x46	Tarmac	08-1270 26-1295	08-1208 26-1157	Thr Rwy AVASIS Thr Rwy AVASIS
13/31	843x46	Tarmac	13-843 31-843	13-797 31-747	
01/19	991x26	Tarmac	01-991 19-991	01-823 19-881	
IBn 'BB' Gn					

**Figure 1.70.2:** Searl stated earlier that he would give you more **FACTS** on the **Blackbushe Pilot Training schools**, where he was trained. Based upon the **information** Searl has relating to **1985** that covered his **last flight** in which he was the **pilot in command** of the **Cessna 182 craft**. This **airfield lies 2 nautical miles West of Camberley**. **LON 113.6 243 17** and **OCK 15.5 280 15**. And its **location** was **51°19'30" North** and **00°50'30" West**. **Field elevation** was **329 feet AMSL**. **Blackbushe** is not a **major city airport**. But it had **two schools** there in my days. But when **Bradley K. Lockerman** went there to film the site **my section** where I undertook the **real training was gone**, and the reason as I **understand** it that the owner then was demanding far too much for the **water**. I think that is enough information at this stage.

Searl feels that he should let us think about another, which is probably Brad the best known **theorem** of all. **Pythagoras**, the **Greek mathematician**, Searl says, he is usually given the **credit** for being the first to **postulate** it, but Searl feels that it was probably known to others long before him, may be a century before the birth of Christ.

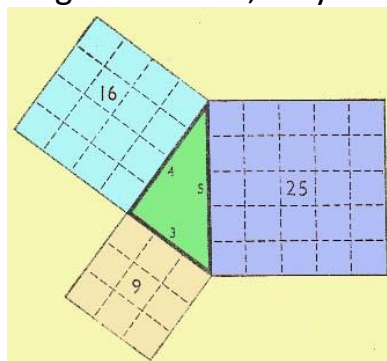


Figure 1.16: One of the few cases where a right angle triangle has all three sides represented by whole numbers Flowerbower.  $4^2 + 3^2 = 5^2$ . Flowerbower what Searl is teaching you that  $4^2 = 4 \times 4 = 16$  and  $3^2 = 3 \times 3 = 9$ . Which means Flowerbower that  $16 + 9 = 25$ ? Now be a good boy and run down to the school and ask the head master to check it for you: that I am correct.

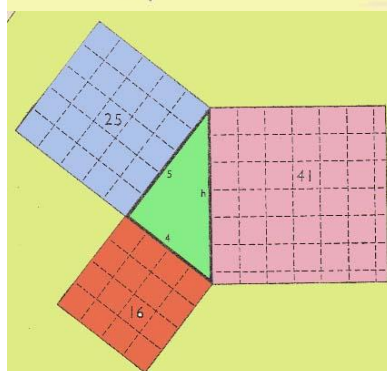
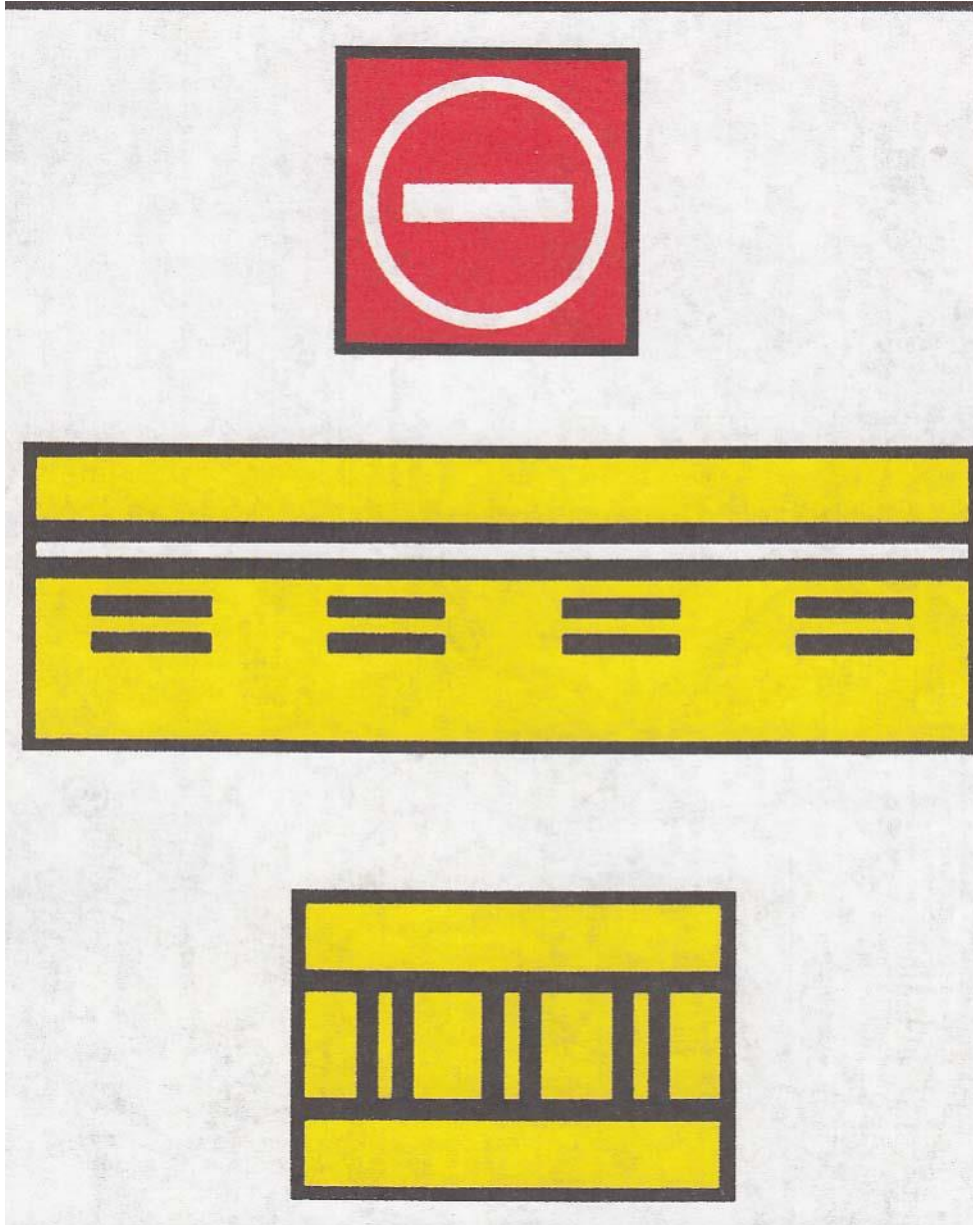


Figure 1.17: If the other two sides are **5** and **4**, how long is the **hypotenuse h**?  $5^2 + 4^2 = 41$ : **Flowerbower**. Of what number is **41** dear **Flowerbower** of the square? As  $6\frac{1}{2}$  are too large,  $6\frac{2}{5}$  is too small. Oh, well! Let us say  $h = \sqrt{41}$  and leave it at that **FLOWERBOWER! I LOVE YOU Flowerbower** for bringing so many people to **my websites**, keep up the good work.

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.



**Figure 1.51: Airport Signs.** As the U.S. Department of Transportation: Federal Aviation Administration: FAA-CT-8080-1C. Agreed standards: for airport signs in the U.S.A. required to be understood by Commercial pilots.

In the UK, the CAA – Civil Aviation Authority agree on airport signs to be adopted. For: Commercial and private pilots to understand.

Yes, **Flowerbower** you have much to **learn** if you are capable to learn. Unfortunate I have doubts on that issue.

Searl will be explaining these signs later in this document.

Searl say; if **squares** are drawn on each of the sides of a **right angled triangle**, the **area** of the largest **the one on the longest side Flowerbower**, called the **hypotenuse** is **equal** to the **sum** of the **areas** of the **other two**. Searl points out that there are **several ways** of **proving** the **theorem** but Searl do not propose to waste time here to deal with any of them. Instead, Searl suggest that you **test** it **practically** by **drawing one** or **two right handed triangles**, **constructing** the **squares** on the sides, and in each case **piecing** the **smaller squares** together to fill the **bigger one**. Searl remind you that **figure 1.15 suggests** a way of doing it.

Take a break and see if you can remember this: **1977Personal Computer; Augmented Reality: 1978 Global Positioning System: 1985 Buckyball: 1990 Wide World Web: 1991 Carbon Nanotubes: 1999 Nanolithography:** Searl guess that is enough to start with, as all this happened in Searl lifetime – **impossible** – yet **made possible** by a **determined few**.



Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARL NO: 013787451.

Op. hrs: Winter 08-1700. Summer 08-1800 & 4. Customs: 'BAUA' 24hrs. PNR.	
Landing Fee: Singles up to 3600lbs £5.00 + VAT	
Hangarage: Available.	Maintenance: Nil.
Remarks: Operated by Blackbushe Airport (85) Ltd. Visiting aircraft welcome, on prior permission. The Eastern limit of the licensed area is indicated by standard boundary markers. Radar assistance may be available from ATC Farnborough to aircraft in IMC equipped with VHR R/T on a frequency of 125.25 (primary) or 134.35 (secondary). Variable circuits. All circuit traffic to avoid overflying Yateley village 0.5nm NE of the airfield.	
Restaurant: Club and Club Restaurant facilities available.	
Car Hire: G/D. Tel: 0276 64385. Blackwater Car Hire, Camberley 32615.	
Fuel: Avgas 100LL, Jet A1. Diners, Access and VISA.	Tel: Yateley (0252) 873338 Twr. 879449 Admin.

This information is for **pilots** who are planning to land there; relates to **1985**. Now its **2014**, I expect there have been **changes** made since that **time**. What you see in my books is based on my **knowledge** of my **time**, unless otherwise stated. This ends the **basic data** on **Blackbushe Airport** according to **Searl knowledge base**.

Searl life is extremely complex, and then it had to be, to be able to create both the **S.E.G.** and **I.G.V.** concepts. To understand these concepts; you must understand Searl **education**. This is displayed in his **education** in his books. Problem: Searl advertised on **TV** for **pilots** to **test fly** the **I.G.V.** they were **fighter** and **bomber pilots** who applied, but none would agree to **test fly** it; as it **turn far too sharp**, and the **crew would be killed**. Thus, the problem got **worst, no pilot; means no money**. Searl had the **experience** of **wiring bombers**, and therefore the **skill of tools**, and **knowledge of components**.

Searl had a problem: do he end the **research**, or **gamble** the risk to become a **pilot**. After all the cost and time spent on the study work, he just could not give up without a fight. On the Sunday he searches out the nearest school, but was told he would not make a **pilot**. After explaining: the **I.G.V.** problem: that **no pilot** would fly it that he need to fly it. In the end he agreed to take me up and see how I handle the **craft**. Result, he got a **surprise**, I had no problem to perform the **functions** he asks, so he agrees that he would train me, and he did. So this **old dog** could **learn new tricks** and **create** some to show him. He was indeed a great guy and I had no problem to **sail along with him**, or **more precise**, he had no **problem to sail** along with me.

You should now begin to **understand** some of my **problems** that have **delay** the **S.E.G.**

Searl knowledge: 1946-1968: Legal: SEARL NO: 013787346: Legal: SEARLE NO: 013787451.

In closing volume TWO, we like to wish all readers a long and happy life, from the men of the future producing clean technology here in the U.S.A. which is meant to be.



Watch out for our lectures and demonstrations of tomorrow's energy and transportation systems.  
America deserves clean water, clean air and good food. We are determined to deliver the goods.  
Your help would speed up our efforts. God bless America.